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MUSCLECAR REVIEW

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ON THE COVER: As we usually do with our November issues, we devote the cover to a preview of the outstanding muscle cars that will be on display at the Muscle Car & Corvette Nationals (MCACN) in Chicago. This year Arvid Svendsen photographed four MCACN-bound beauties that are truly amazing. See page 22 for more info on the cars. We'll see you at MCACN November 21-22.

The Pilot Car Controversy

The first Camaro, an unadorned, gold-colored, six-cylinder model with a VIN ending in N100001, was displayed at the Muscle Car and Corvette Nationals (MCACN) last year and also made an appearance at the GM Nationals in Carlisle this spring. In an Up Front news item about the Carlisle show, we called it “the very first Camaro pilot car ever built,” a phrase borrowed from the event’s press release.

That triggered a letter from Dr. Eric Schiffer, a longtime muscle car enthusiast who is the president of the Royal Pontiac Club of America and the current caretaker of Jim Wangers’ Blackbird Firebird street racer. Schiffer sought to clarify what he saw as a general misuse of the term *pilot car*. According to Schiffer, pilot cars “are used to test the assembly line and do not have a VIN.” Instead, Camaro 100001 and the 48 other early Camaros built at the Norwood, Ohio, assembly plant should be considered Product Evaluation Program (PEP) cars because they were stamped with VINs and available for eventual sale. PEP cars, explained Schiffer, are early production models typically used for car shows, media drives, and other promotional purposes.

We printed Schiffer’s letter in the August issue. It didn’t take long for responses to hit my inbox.

Philip Borris, author of *Echoes of Norwood*, a history of the Ohio assembly plant, disagreed with Schiffer. He explained how Norwood and its Los Angeles sister plant were designated “pilot pre-production assembly test plants” by the head of the pilot line specifications section at GM’s Assembly Research Center in Flint, Michigan. The 49 Camaros “were built entirely at Norwood to test assembly processes in preparation for the start of regular production,” Borris wrote. “All were assigned factory production VINs starting at N100001 and ending at N100049.”

Borris obtained shipping records for the 49 pilot Camaros, most of which went to Chevrolet for various promotional purposes. Over the years those cars have been “studied on location in the field,” he wrote. “All surviving cars examined have trim tags that match their build configuration and build order as shown in the 1967 pilot book. All have VIN tags that match the original document-

ed 1967 production ordering assignments. All have pilot markings, pilot tags, prototype parts, and are hand welded.”

(The shipping records, and all kinds of fascinating information about these early Camaros, is online at pilotcarregistry.com.)

But I also received an email from Richard Doyle, who worked at GM’s Baltimore plant from 1965 to 1995. “I have seen and worked on pilot cars,” wrote Doyle. “Dr. Schiffer’s letter on pilot cars is correct.”

I called Doyle and found out his first day on a GM assembly line was September 13, 1965, the day 1966 Chevelle assembly began in Baltimore. He was directly involved with the A-Body changeover from ’67 to ’68 models, working on Chevelles as well as their Pontiac and Buick cousins.

To Doyle, a pilot car was something completely different from what Borris described. For one thing, it was never a whole car. Pilot cars were new-model body shells that traveled down the assembly line mixed in with regular production cars from the current model year. They were there for line workers to test assembly techniques—“work the bugs out,” as Doyle described—before actual production began.

“The pilot car was there to give people hands-on experience with the new model, to figure out how these guys can do their job as fast and efficiently as possible,” he said. “The cars were going by one a minute. You had 58 seconds to do the job.” If there was trouble with one of the new components on a pilot car, you couldn’t stop the line. “You never stopped the line,” Doyle said. The pilot

car would be pulled off the line and set aside until managers could resolve the issue.

Doyle recalls six pilot Chevelles going down the single assembly line in Baltimore, one every couple of weeks. Half were pulled off the line before they made it to chassis fitment. None were completed, none received VINs. “They couldn’t,” he explained. “We were running the 1967 VINs in sequence. If you tried to put a 1968 VIN in with the 1967s, it would throw the whole thing off.”

All the pilot cars were destroyed, Doyle said. Body shells, even parts of pilot bodies, were sent to the crusher.

Once the assembly kinks were worked out, Fisher Body would ramp up production of the new models, “and then here come the bodies,” Doyle said. “We didn’t call them pilot cars. We just said, ‘Here they come.’”

Doyle saw a copy of the Camaro pilot car distribution sheet Borris referred to in his email. “The list was put together by someone in reliability, after the cars were built. This would be at the end of the process, but this was the first time he received the new models, so it would be correct for him to label them as pilot cars. But at the beginning of the line, this wouldn’t be my pilot car. My pilot car would be beat to death to get the fit and finish right.”

Ultimately, said Doyle, it’s clear that “pilot car means different things to different people in the process of building a complete car.”

To be continued next month.

Drew Hardin
mcreview@sbcglobal.net



■ Some experts say Camaro number 100001 is a pilot car. Others disagree. We try to get to the bottom of this.

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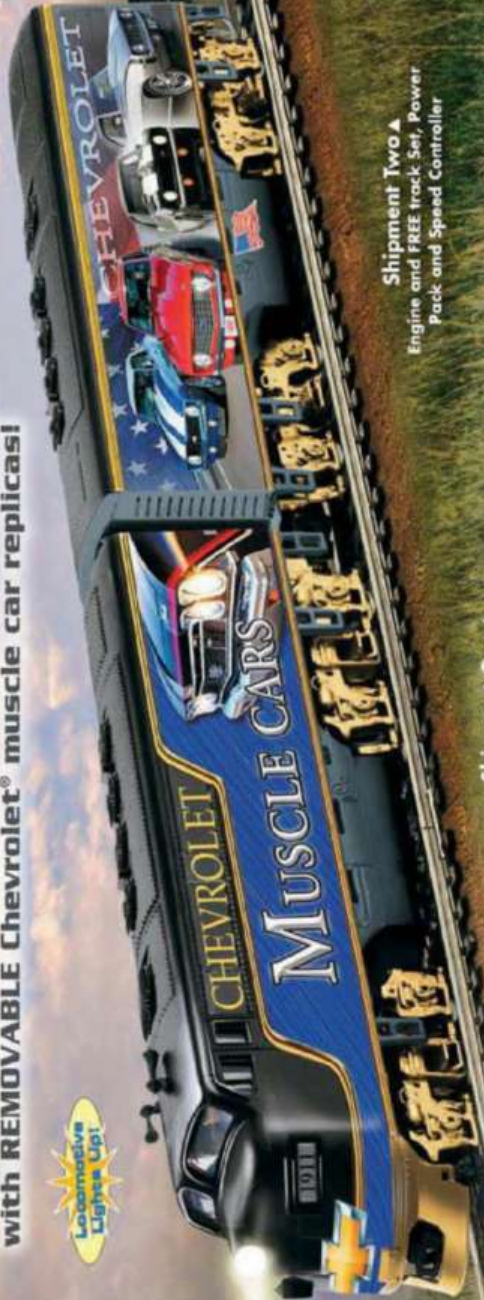


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LOST EL CAMINO

Back in 1988, I had to sell my 1970 SS454 El Camino. It was my second car, I wasn't driving it, and I was a 22-year-old in college with no money. It was an original SS454 four-speed car with bench seat and 12-bolt rear, a 4.11 Posi, and some high-performance upgrades including headers, an Edelbrock intake, a Holley double-pumper, and an aftermarket high performance camshaft. It was a monster and fun to drive but needed a restoration to get back in perfect shape. It was sold in Clarksboro, New Jersey.

If you can post this in your magazine, I am interested in finding it since I believe it was going to be a father-son project and regrettably had to let it go. It would be nice to know what happened to it. I might even consider getting it back if fate permits.

Charles Kropewnicki

If anyone has information about this El Camino, please let us know at mcreview@sbcglobal.net.



SUCKER PUNCHED

Kudos on the nice rides in Up Front ("Inline Tube Says Thank You," Aug. '15). Fellow U.S.M.A. member Dave Shoenfeldt's Plymouth is a real driver. Many times I've heard him rumbling down I-94 and into a show venue. As is sometimes said, "It looks better in person." Called Sucker Punched, it captures that late 1960s vibe to a tee.

Gary Kowalski

MINI GARAGE FINDS

As always, your magazine is topnotch

THEY WERE THERE

Regarding your Muscle Car Rewind article on Richard Petty's year of drag racing ("Junior," Aug. '15) I just want to add some information to the story of his deadly wreck. My first wife and I were there that day at Dallas Drag Strip in Dallas, Georgia. In fact, we were the first two people run over by Petty's car.

We were standing at the fence probably 50 feet from the starting line. Back then dragstrips had no guardrail. When the land was bulldozed for the strip it left about a 2-foot bank on either side with a flimsy fence along the top of it. The crowd was probably 10 deep trying to watch this fantastic match race between Arnie Beswick and Petty.

When Petty hit Second gear his car turned hard left and came straight at me and my wife. Everyone ran except us. We were like deer in headlights. I'm sure Petty was looking straight at us probably wishing we would run. His car hit the bank at our feet, knocking us down on our backs with the fence on top of us. I watched his drive shaft and rearend going over my face.

As his car leaped over us, I turned my head to see the guy who was behind me



running, and the car hit him in the back. Had we run we would have been killed. My wife was puking as I got the fence off of us, picked her up, and looked over at the car and Petty trying to get out of it. We were knocked down so hard my wife had dirt in her bra and underwear.

I have always thought that if I ever met Richard Petty (one of my NASCAR heroes) I wouldn't mention this incident, as it was, I'm sure, one of his darkest days. I have no idea if he still remembers my wife and me as the couple who couldn't run, but that saved our lives. If anyone conveys this information to him, he may breathe a sigh of relief that we weren't seriously hurt that day, just skinned up and bruised. I greatly admire Richard Petty, who is a good man. This was just an accident.

Doug Noland



first clean-out our garage has had since we moved here eight years ago. In one very large box was my own miniature barn find: old model cars from my youth. It looked like a junkyard of parts and day-two attempts on most of them. I used to love switching out engines and other parts. Most are headed to the dump, but I'm keeping the '65 GTO and the "original" Mustang I received from Ford when they first came out. It's still with its original box.

Jim Masterson

TOM HOOVER'S BOAT?

I have a question for you, which came up when I saw the article about Tom Hoover ("Father of the 426 Hemi," Editor's Note, Aug. '15). I understand this is not a boat mag, but back in the mid 1960s I was stationed at the Naval Ordnance Test Station in Long Beach, California. At the time they were testing a shallow draft boat powered by two Hemis. We were not allowed to take pictures of stuff, so all I have is a fading memory of the small boat. I would like to know if anyone connected with Tom Hoover has any recollection of anything like this. Thanks a bunch.

Kenneth Kelly

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By Drew Hardin



Herlitz 'Cuda Sells for **\$2.25 Million**

A highlight of the recent Mecum Daytime Auction in Monterey was the sale of a very special Hemi 'Cuda convertible. Any Hemi 'Cuda convertible is a rare thing, but this car originally belonged to Chrysler designer John Herlitz, who oversaw the styling of the

1970 E-Bodies. Triple black, heavily optioned, and well known in the hobby, it brought \$2.25 million when it crossed the block. In total, the auction saw sales of more than \$44 million, with 387 cars changing hands during the four-day event.

Bringing Crazy Back

Dodge is bringing back Plum Crazy as an option on its Challenger and Charger models, and used its display at the Woodward Dream Cruise to unveil the new take on high-impact colors. The color is back for just a limited time but is available on any Challenger or Charger model, including the Hellcats.

Speaking of which, Dodge has announced it will “more than double” the production volume for the in-demand Hellcats in the 2016 model year. It will also simplify the ordering process, and it is offering discounts on '16 models for those customers with verified sold orders for the '15 Hellcats that weren't built in the 2015 model year.



Visualize Your New Camaro

Chevrolet has developed a new online “visualizer” that will enable those interested in buying a 2016 Camaro to see how the car will look in its various paint and interior colors and with stripes, aerodynamic pieces, and wheel-and-tire packages. Visit



chevrolet.com/2016-camaro to see for yourself.

Chevy has also set base

pricing for sixth-gen Camaro. The 1LT models (with either a new 2.0L turbo four or V-6

start at \$26,695, while the 1SS V-8 model has a base price of \$37,295.

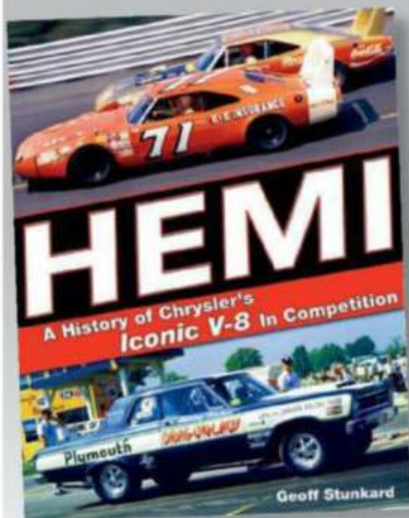
NEWS & STUFF



Spendy Cat


Remember reading about Eugene and Win Rittal's rare and unrestored original 1968 Cougar XR-7 GT-E in our Oct. '13 issue ("A Little Different")? Win wrote recently to let us know that the car went through an auction at the Owls Head Transportation Museum in Maine, where it sold for an amazing \$228,800, "an all-time record, all-in price," Win said.

Muscle Car Bookshelf



Hemi: A History of Chrysler's Iconic V-8 in Competition

by Geoff Stunkard, 192 pages, hardbound; CarTech Books cartechbooks.com

With his vast experience and expertise in Mopars and drag racing, there's no better person to tackle this subject than Stunkard, a frequent *MCR* contributor. His book covers all forms of racing, from the strip to Bonneville to NASCAR super-speedways. It's thoroughly researched, a good read, and well illustrated with archival and contemporary photography of cars, speed parts, and more. Each chapter covers a different time period, from the first-gen Hemi to today's Drag Pak Challengers, though a majority of the book centers on the glory days of the 426 elephant motor. 

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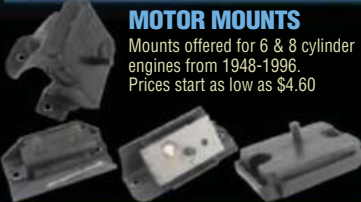
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47-98 CHEVY TRUCK SHEET METAL

47-98 Tailgate Assy. starting at \$79.95

47-53, 55-98 Bedside Assy. starting at \$249.95



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Technology created and owned by Boeshield to coat and prevent rust on bare metal surfaces, dries to a clean waxy water resilient coating, penetrates pores and dissolves rust. T-9 12 oz. spray \$15.75, 1 gallon bottle \$109.95



NEW 70-76 TRANS AM SCOOP

NPD now offers every scoop used on the Trans Am & offers mounting hardware. 70-76, 77 low profile design, 78-79 400 or 403, 80-81 305 with side notch, most scoops are \$139.95



67-81 FIREBIRD SHEET METAL

67-69, 77-81 Door Shells starting at \$299.95

67-81 Fenders starting at \$265.95

67-81 Hoods starting at \$395.95



64-72 GTO SHEET METAL

66-70 Radiator Core Support starting at \$182.95

66-72 Complete Trunk Pans starting at \$609.95

66-69 Front Wheelhouse starting at \$149.95



OE-REPLACEMENT BUMPERS

Front Bumpers, 66-67 \$344.95 Rear Bumpers, 66-69 starting at \$359.95

RADIATOR TO GRILLE SHIELDS

Made using aircraft quality aluminum that is black anodized, clear anodized or polished to architectural grades. This finish will not fade and is resistant to fingerprints and water spotting.

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Polished 65-66 \$119.95 67-68 \$128.50 69-70 \$144.50



CONVERSION KITS \$439.95

Looking for a complete kit with the option of either 28 or 31 spline axles? NPD is proud to offer both options. For 7.5 or 8.8 rear axle with drum brakes.

87-93 5 lug 28 spline M-2000-7AK
87-93 5 lug 31 spline M-2000-7BK



DURAFIN COVER

At over 25 lbs the Durafin Heavy Canton Flannel custom fit cover is not what you'd call an everyday cover. The material is an extra-heavy ivy gold cotton flannel, with an extremely effective protector-ant called Durafin, which coats the outer layer of the cover to create a water-resistant yet breathable home for your classic. The Good Part your paint sees nothing of the Durafin all that touches the surface is soft, 100% tufted cotton. 55-57 Thunderbird T-940-1A \$289.95. NPD also supplies Durafin covers for all vehicles featured in this ad.

ORIGINAL STYLE MIRROR

Replace pitted chrome or broken mirrors with these high quality reproductions.



48-52 \$44.25 66-79 \$33.50 80-89 \$69.95 92-96 \$24.44



NPD Exclusive!

NPD is proud to introduce its exclusive, all-new-tooling, original-quality Dash Pad for 70-78 Camaros. From stitching detail, to sheen, to texture, to fit of pad and all related components, this Dash Pad delivers show-quality results.

70-78 w/ACC-14655-4A \$379.95 70-78 w/o ACC-14655-5A \$379.95

CHEVELLE KITS \$1449.95

Kit contains the ingredients necessary to achieve balanced handling for street driven cars. Each component has tested & matched specifically for your car to provide a neutral balance & vastly improved cornering power without being stiff.

64-72 Small & Big block kits



ORIGINAL STYLE WHEELS

Replace old cracked and faded steering wheel with these reproduction wheels for 47-72.



47-53 \$269.95 54-56 \$289.95 60-66 \$269.95 69-72 \$259.95



NPD Exclusive!

Fire-Am by Herb Adams, Graphics 9-color reflective vinyl. Kit Includes
1 - Hood Bird 50" x 57"
3 - Fire Am decals for fenders and spoiler,
2 - Bird/Fire Am decals for the sail panel,
1 - Fire Am windshield decal, squeegee and instructions

76-79 C-8800-FA 599.95

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Taking a page from GM's playbook, Pypes has taken tips to the next level with their polished stainless versions! Designed to closely match the originals in long lasting stainless construction, Pypes adds their logo and polishes them to a mirror finish. Available to fit 2-1/2" exhaust systems for all models, as well as 3" sizes in 1964-65 and 1970-72 designs, sold in pairs.



Available for 64-72 GTO 2-1/2" and 3" starting at \$74.95

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MUSTANG

Thunderbird

F-SERIES
TRUCK & BRONCO

Camaro

Chevelle
EL CAMINO & MALIBU

CHEVROLET
C/K-1/2 TON TRUCK

Firebird

TEMPEST
LEMANS
GTO

1965
THROUGH
1973

1979
THROUGH
1993

1955
THROUGH
1957

1948
THROUGH
1996

1967
THROUGH
1981

1964
THROUGH
1987

1947
THROUGH
1998

1967
THROUGH
1981

1964
THROUGH
1972

“I opened the picture frame and out falls an old photo, a little bit hazy. You can tell it’s real old. On the back of the picture is a little yellow sticky note that says, ‘This is what the car looked like when I got it from Bill Izykowski in the fall of 1969.’”

Dave Siltman was stunned. The photo was as much a Rare Find as the car and a window into the past. He could make out “Super Paranoia” lettering on the car. He sat mesmerized and studied the old photo for a minute or so. The photo also revealed the car’s Super Stock class: SS/H.

“I hit pay dirt. I knew exactly what it was.”

Dave’s quest for this 1969 Camaro began more than 10 years earlier. He would kid his friend, Jerry Bandy, about buying the low-mileage Camaro Jerry’s brother owned.

“I’d see Jerry two to three times a week. He owns a used car dealership in Pennsylvania, and I’m a wholesale manager for a new car dealership. I attend car auctions four days a week.”

Dave kept asking if the car was for sale. He didn’t give up. Finally in February 2015 Jerry said yes, his brother did want to sell his Camaro.

Already, Dave had a pretty good idea the Camaro had been a drag car named Shangri-La.

On a cold Saturday in February, Dave drove two miles down a gravel road to a farmhouse in southern Pennsylvania.

When Dennis Bandy opened the old garage, Dave was in for a pleasant surprise. He saw the back end of a ‘69 Camaro painted in Dusk Blue with a semi-flat black rear panel, “like a Super Sport should be.”

Uncovered, the car was “very, very dirty” with a bunch of “stinkbugs all over it.”

Dave describes the body as “the best I’d ever seen other than Skip’s orange one,” referring to Skip Lecates’ Camaro we featured in Rare Finds (“Time Capsule Z/28,” Nov. ‘14).

The interior, likewise, was “phenomenal.”

Under the hood, the 396 big-block wasn’t original, typical for an old drag car.

“Is this the Shangri-La car?” Dave asked.

“From everything I’ve been told, it is,”

Bandy said. He had purchased the Camaro at one of the big Carlisle shows in 2005.

“All he knew was he had a real nice 1969 SS396 Camaro.”

Excited, Dave made his offer. Bandy wanted to think, so they didn’t have a deal right away. Dave could do a little more research.

The two men negotiated a deal on Monday. Dave picked up the car, including the old picture frame. He wouldn’t have messed with the frame except the glass was cracked. The old picture fell out, and Dave tracked down Bill Izykowski and began piec-



■ When Dennis Bandy opened his garage door, Dave Siltman saw the rear end of a 1969 Camaro SS396.

■ Inside the glass picture frame, behind the top photo, Dave found this picture of this car when it was called Super Paranoia.

“This Camaro is loaded with history”



WE PACKED THEM FULL OF POWER. THEN GAVE 'EM A BRAIN.



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RARE FINDS

977-MILE CAMARO DRAG CAR UNCOVERED

ing together the car's history. Izykowski raced Super Paranoia one summer, then sold his ride because he took a job as a driver for Joe Scotto and Paul Blevins.

Barry Curran was the second owner. He raced the SS under the name Shangri-La for two years.

Curran sold the car with no engine or transmission to Mike PaDula, who had Ron Hammerly from Hamburg, Pennsylvania, do a custom paint job.

PaDula sold the Camaro as a roller to Bob Moon, who also raced the car as Shangri-La, but now with a different paint scheme.

In 2005, Dennis Bandy bought the car painted Dusk Blue. Bandy scarcely drove the car, running the odometer from 800 odd miles to 977.

Dave Siltman is a true drag racing enthusiast. He plans to put the car back to the way Izykowski raced the car in Super Stock.

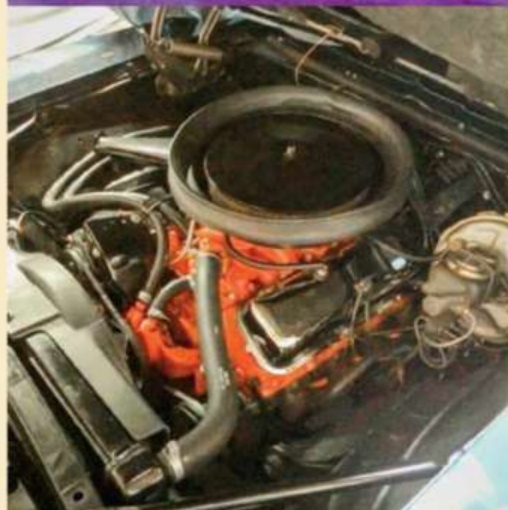
The engine is not matching-numbers, but



■ Dave found this photo of the car raced as Shangri-La.



■ Dave found this better photo of the Camaro when Bill Izykowski raced it as Super Paranoia.



"I hit pay dirt"

■ The original big-block was long gone, but a correct 350-horse 396 was in the car. Izykowski chose a 350-horse motor to fit into the H-class of Super Stock.

an era-correct 396. The original four-speed has been replaced with an automatic.

Dave's plan is to collect all the correct vintage Super Stock parts before taking the car apart. He's already gathered many of those parts, including a Muncie four-speed, Sun gauges, a bolt-in rollbar, the correct shifter, Cragar wheels, Hooker headers, and more.

To help in his quest, Dave showed his Rare Find at the York Reunion, in York, Pennsylvania, where by plan Bill Izykowski joined them.

Dave also talked to Bob Moon, who ran the Camaro as Shangri-La at Gainesville and the U.S. Nationals.

Meeting the people involved racing this car many years ago is a huge part of the fun. This Camaro is loaded with history.

Do you have a RARE FIND story to share? Contact Jerry Heasley at jerry@jerryheasley.com.



■ The Camaro's interior was in great shape.



■ The odometer showed 977 original miles.

Over three million have converted.

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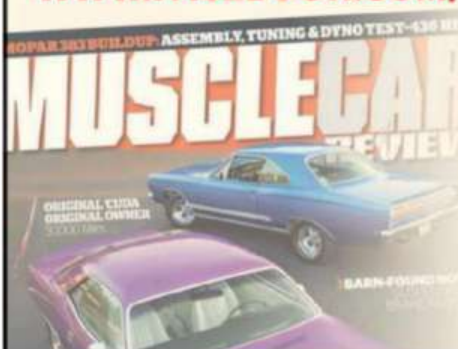


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By Tom Shaw

Photos: Petersen Archive

You might know Jack "Doc" Watson as the Hurst shifter guy who showed up at drag races in the 1960s dressed in medical garb. He would fix shifters for racers, courtesy of the Hurst Corporation. His Shifty Doctor identity was straight out of the 1960s, a decade that gave us enduring characters like Captain Kirk, The Munsters, Rat Fink, and The Monkees. But while those were all fiction, Jack Watson was the real thing. He was the Shifty Doctor in character, but he was much more in reality.

Jack Watson was a visionary with an uncommon ability to connect great ideas and opportunity with the people and the process that could bring them to life. He was instrumental in many of the muscle cars and supercars we hold in high esteem. Yet you don't hear his name mentioned as often as you do names like John DeLorean, Vince Piggins, or Larry Shinoda.

Jack operated out of the limelight for the most part. He wasn't a figure created for public consumption. It was not in his nature to be a grandstander or media hound. Instead, the good doctor thrived as a shepherd of concepts, part creative, part engineer (an unusual combination), and strong with both.

He was hired at Hurst after a period with General Motors, rising through the ranks to become Hurst's public face and contact point in the pre-Linda Vaughn days. Jack manned the Hurst Aid trailer at major drag racing events, providing on-site tech support to Hurst customers and a bit of fun too. While Chevrolet's underengineered floor shifter in its early 409 Impalas earned it a reputation as a "swizzle stick," Pontiac was cracking a deal to use a Hurst shifter and linkage as standard equipment in Super Duty Catalinas. This was a key first step for the still-young Hurst corporation and the start of what would become a powerful partnership between the two.

A steady stream of high-powered ideas followed: the brilliantly designed, manufactured, and packaged Hurst wheels, sold in pairs in 5-gallon paint cans; high-profile marketing of Hurst products on the GTO, a very hot property in the mid 1960s; and the over-the-top Hurst Hairy Oldsmobile, with a blown 425ci Toronado engine and

driveline under the hood, and another just like it to the rear. The four-wheel-drive burnouts by driver Joe Schubeck were mind blowing, and the clouds of tire smoke left the car's direction a best-guess situation. Years ago we were told that after one too many close calls, the car was buried in a field, though a duplicate appeared at SEMA in the 1990s and was on display at the Oldsmobile Museum in Lansing.

One of Watson's biggest projects came to pass in spring 1968: the batch-produced Hurst/Olds. This was a milestone on several fronts. Not only was it the first of a wave of premium supercars bearing the Hurst/Olds name, but it was also the crack in GM's corporate policy

UNCLE GEORGE WANTS YOU, TOO.

What Uncle George Hurst wants, says the Shifty Doctor, is for all our friends in the service to join the newly formed Hurst Armed Forces Club. It may not be you. It may be your brother or your buddy, your husband or your son who's away. If he's a car enthusiast he's a friend of ours and we'd like to keep in touch by sending him—each month and without cost anywhere in the world—the Hurst Armed Forces Club News. The News will cover the racing scene.

But more than that it will concentrate on the latest releases out of Detroit, the up-to-the-minute developments in performance and design. There will be letters, profiles, news about friends in the service, too. If you're looking for a catch, there is none. We take our hats off to the guys in the service. If they're giving their time, we can sure give a little of ours. Send the Shifty Doctor the military address of a car enthusiast in the service and he'll hear from us like right now.

SEND HURST ARMED FORCES CLUB NEWS TO:

Name, rank and serial number _____

Military address _____

Clip and mail to:
HURST ARMED FORCES CLUB, Hurst Performance Products, Warminster, Pa. 18974

HURST

■ Before Linda Vaughn, Doc Watson was the public face of Hurst, appearing as the Shifty Doctor at drag racing events and even in magazine advertisements. This one, from *Hot Rod* magazine in 1966, entreated readers to enroll friends or family serving in the military into Hurst's Armed Forces Club.



■ The Hurst Hairy Olds testing in 1966. Watson is credited with bringing the idea to George Hurst as a way to up the promotional car ante in the wake of the Hemi Under Glass wheelstander, and he ramrodded the build of the car.



■ Watson was also involved in the creation of the 1968 Hurst/Olds, seen here undergoing conversion at Demmer Engineering.

A follow-up Hurst/Olds appeared for 1969, as did the superb American Motors Hurst SC/Rambler. A wave of glamorous Hurst/Olds and Hurst-inspired designs appeared through the mid 1970s and were among the few high points in a changing, depowered automotive landscape. These stylish and prestigious models helped lift Oldsmobile sales to dominance over Buick and Pontiac.


Off the muscle car radar, Hurst had other projects going too, including building a fleet of heavy-duty taxicabs, and a powerful hydraulic tool designed to help emergency crews extricate victims of collision from their crumpled cars. The Jaws of Life has saved more lives than we can count and stands as one of Watson's greatest achievements.

The *Detroit News* newspaper reports that Doc Watson created 87 specialty vehicles that tallied more than 137,500 units. Watson

limiting displacement in its intermediate lines to 400 ci. Getting the corporation to look the other way as the Lansing line installed a 455 in a Cutlass was a monumental achievement, and one sure to get the other divisions howling in protest. A story was concocted that the engines were actually installed by Demmer Engineering, an outside contractor in Lansing, and not GM. That provided temporary cover, but the dam had cracked, and soon the displacement restriction would be abandoned, giving rise to a brief period of unprecedented muscle car horsepower, like the LS6 Chevelle, Buick GS Stage 1, and 4-4-2 W-30. Doc Watson was instrumental in making that happen.

was a Detroit native, living in Milford, the town he grew up in.

We lost a giant when he passed away on August 2, 2015. Look at the prices his designs now routinely fetch in the marketplace. Look at the demand for and pride that Hurst/Olds owners have for their cars. That tells you about the cars that Doc Watson built. But perhaps the highest compliment we could pay him is to note that he didn't get pigeonholed. He wasn't just a stylist or a marketing guy or a shifter tech. He was all of those and then some.

The world is a better place because of him. We salute Jack "Doc" Watson and a life well lived. 

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7 FT. 4" x 9 FT. 6" ALL PURPOSE WEATHER RESISTANT TARP
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110 LB. PRESSURIZED ABRASIVE BLASTER
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2.5 HP, 21 GALLON 125 PSI VERTICAL AIR COMPRESSOR
 CENTRAL PNEUMATIC
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SAVE \$70

\$14999

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 MEDIUM
 LOT 62434
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SAVE 60%

HARDY YOUR CHOICE!

\$399

REG. PRICE \$9.99

LARGE
 LOT 62433
 62428

X-LARGE
 LOT 62432
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1/4" AIR ANGLE DIE GRINDER
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SUPER COUPON

1/4" AIR ANGLE DIE GRINDER
 LOT 62439/69945/32046 shown

SAVE 50%

\$999

REG. PRICE \$19.99

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2000 LB. CAPACITY FOLDABLE ENGINE STAND
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 LOT 69521/67015
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WOW SUPER COUPON

PITTSBURGH 2 TON FOLDABLE SHOP CRANE
 LOT 60388
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SAVE \$120

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REG. PRICE \$299.99

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PITTSBURGH

SAVE 55%

\$899

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SUPER HIGH TORQUE
IMPACT WRENCH**

LOT 62627
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**AWARD
WINNING
QUALITY**

**SAVE
OVER
\$55**

• 700 ft. lbs.
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"Top of its Class in Quality
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— *Hot Bike Magazine*

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**3-1/2" SUPER BRIGHT
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62573

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**2 PIECE VEHICLE
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**SAVE
37%**

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• 1500 lb. Capacity

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**RETRACTABLE
AIR HOSE REEL WITH
3/8" x 50 FT. HOSE**

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**SAVE
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**12 TON
SHOP PRESS**

**CENTRAL
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**SAVE
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\$99.99

REG. PRICE \$199.99

• Pair of
Arbor Plates
Included

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4-1/2" ANGLE GRINDER

drillmaster

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**44", 13 DRAWER
INDUSTRIAL QUALITY
ROLLER CABINET**

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LOT 62744/69387
62270/62591
68784 shown

**SAVE
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• Weighs
245 lbs.

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WOW SUPER COUPON

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BATTERY FLOAT
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**SAVE
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WOW SUPER COUPON

**4" x 36" BELT/
6" DISC SANDER**

**CENTRAL
MACHINERY**

LOT 62502
97181 shown

**SAVE
\$80**

\$59.99

REG. PRICE \$139.99

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WOW SUPER COUPON

**3 TON HEAVY DUTY
STEEL JACK STANDS**

PITTSBURGH

LOT 38846 shown
69597/61196
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**SAVE
55%**

\$19.99

REG. PRICE \$44.99

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WOW SUPER COUPON

**MECHANIC'S SHOP TOWELS
PACK OF 50**

MT

LOT 46163 shown
69649/61878
61837

**SAVE
50%**

\$9.99

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WOW SUPER COUPON

**45 WATT
SOLAR
PANEL KIT**

solart

LOT 62443
68751 shown

**SAVE
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REG. PRICE \$299.99

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WOW SUPER COUPON

**8750 PEAK/
7000 RUNNING WATTS
13 HP (420 CC)
GAS GENERATORS**

PREPATOR

LOT 68530
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**SAVE
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WOW SUPER COUPON

**6" SELF-VACUUMING
AIR PALM SANDER**

CENTRALPNEUMATIC

LOT 60628
98895 shown

**SAVE
66%**

\$19.99

REG. PRICE \$59.99

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WOW SUPER COUPON

**1500 LB. CAPACITY
MOTORCYCLE LIFT**

PITTSBURGH

LOT 69995 shown
60536/61632

**SAVE
\$80**

\$69.99

REG. PRICE \$149.99

25668387

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WOW SUPER COUPON

**3 PIECE TITANIUM
NITRIDE COATED
HIGH SPEED STEEL
STEP DRILLS**

AMERICAN

LOT 81616 shown
69087/60379

**SAVE
55%**

\$8.99

REG. PRICE \$19.99

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**“These four cars are the
best examples of the most
elite muscle cars in existence”**

Amazing



Highly Desirable, Hardly Driven

By Arvid Svendsen

The four cars you see here will make up the *Muscle Car Review* showcase at the 2015 Muscle Car and Corvette Nationals (MCACN) in Chicago. Highly desirable and hardly driven, these four cars represent a microcosm of the MCACN experience: the best examples of the most elite muscle cars in existence.

The right options were checked on the order form. The color combinations are optimal for each car. But relatively speaking, these four cars are barely broken in, despite their age. More on that later.

Consider yourself warned. Skipping MCACN this year could mean squandering a muscle car opportunity of a lifetime. At least three of these four cars have rarely been shown and might not be out in public again for a long time. Book your flight, find a hotel, and settle into Chicago the week-end before Thanksgiving for a muscle-car-palooza. And be sure to stop by our *MCR* showcase and say hello.

Stories

Holy Grail in Hibernation

Stefano Bimbi, proprietor of Nickey Performance, maintains an impressive Oldsmobile collection. The crown jewel is this Matador Red 1970 Olds 4-4-2 W-30 convertible, one of 96 four-speed convertible W-30 cars produced.

"Of the 96 produced, it is believed there are approximately 30 documented examples in existence," says Bimbi. "Of those 30, less than half have the original factory documentation. Of those with proper documentation and in original, unrestored condition, only two have their born-with drivetrain. This car is one of those two."

The W-30 performance option first appeared on the 4-4-2 in 1966. By 1970, the package—which consisted of a fiberglass Outside Air Induction (OAI) hood, a performance-tuned Rochester Quadrajet carburetor on an aluminum intake manifold, a special high-performance distributor, special F-code cylinder heads, and a camshaft matched to transmission choice—was good for 370 hp.

The original owner purchased the car from Key Oldsmobile in Warren, Michigan, a performance Oldsmobile dealership active in sponsoring Oldsmobile drag cars. He sold the W-30 convertible in 1973 with about 24,000 miles on the odometer, as he recalls. The story goes that the second owner moved into a new home and parked the car in his barn in 1976 after racking up just 15,000 more miles. The car did not see the light of day again until 2004, when it was rolled out on its original Uniroyal Tiger Paws.

A local police officer and a partner purchased the car, and then sold it to a well-known muscle car collector. He delivered the W-30 to the foremost 1968-1972 Oldsmobile restoration and documentation expert, Steve Minore, for cleanup and mechanical work.

Prior to Bimbi's purchase of the car, this particular W-30 had been dubbed the Holy Grail by 4-4-2/W-30 collectors because of its originality and strong documentation. Minore confirmed that, in his opinion, the



■ In 1970, 264 W-30 convertibles were built, and only 96 of them were four-speed cars.

■ The W-30 455ci engine was rated at 370 hp and 500 lb-ft of torque. The W-30 engines were hand-assembled using the Select Fit process that matched engine components by weight and size. Note the W-30 red fenderwells.

■ The W-30 package included the W-25 OAI hood with corresponding air cleaner assembly. Note the original air cleaner top with the original Oldsmobile logo, vacuum valve, flapper door, and weathered foam.

■ The interior in Stefano Bimbi's W-30 is all original, right down to the 39,833 miles on the odometer. The instrument cluster features the optional Rally Pac gauges.

■ Here is the W-30 4-4-2 in 2004 being pulled from the second owner's barn after being parked there in 1976. Note the original tires, 1976 license plate, dirt, and obvious lack of attention.

AT A GLANCE

1970 4-4-2 W-30 CONVERTIBLE

Owned by: Stefano Bimbi, St. Charles, IL

Engine: 455ci/370hp W-30 V-8

Transmission: Muncie M21 4-speed manual

Rearend: Oldsmobile 12-bolt with 3.91 gears and positraction

Interior: Black vinyl bucket seat

Wheels: 14x7 Super Stock II

Tires: G70-14 Goodyear Polyglas

drivetrain had never been tampered with. Minore also discovered the broadcast card with the elusive W-30 designation. For some unknown reason, early 1970 W-30 convertibles did not receive the W-30 designation on the broadcast card—a problem for some owners seeking documentation. However, Bimbi's W-30 is not an early build

and does possess the designation.

During the cleanup, Minore also discovered an assembly line sheet—a handwritten document from a line worker or inspector—that had both the "W-30" and "4 speed" designations. To Bimbi's knowledge, there has never been a similar sheet discovered in a '70 W-30.

Original Everything

On March 16, 1969, Charles Nolden entered Jack Steward Ford in Chicago, Illinois, and created a masterpiece. Using the dealership's Retail Buyer's Order as his canvas, he contracted Ford to build a Mach 1 with the Super Cobra Jet 428 Ram Air engine, Drag Pack with 4.30 gears (which included Traction-Lok), four-speed Top Loader transmission, Goodyear raised white letter tires, tinted glass, AM radio with stereo eight-track tape, sport deck rear seat, power front disc brakes, and special paint number 8834.

Nolden took delivery of the car on May 20, 1969. A few years ago, he generously handed the title of his Mach 1 to his son John. Rare does not accurately describe this car. It must be seen to be believed.

The standard 428 Cobra Jet engine was upgraded to Super Cobra Jet status when the Drag Pack option was purchased. Ford described the 1969 Drag Pack option as follows: "Includes Traction-Lok differential, 3.91 or 4.30 high ratio axle, and the following 428 CID engine modifications: engine oil cooler, cap screw connecting rods, and modified crankshaft, flywheel, and damper. Available only with 428 CID 4V Non-Ram or Ram Air engines. Not available with other optional ratio axles or air conditioner."

Those steep gears certainly must have dissuaded customers from going with the Drag Pack. Charles Nolden is certainly glad to have chosen it. The initial intention at purchase was to simply own a really fast Ford for occasional acceleration testing. But as time went on, Nolden determined to keep his car in spectacular condition. During winter months, he would lay charcoal under the car to absorb moisture. Anybody out there try that? He made sure that no one with metal belt buckles or snaps got near the car. Of course, the Mach 1 has never seen rain or snow, and has had minimal exposure to the sun.

As of 2015, the car has accumulated 4,358 miles. Like his father, John Nolden now maintains the special paint 1969 Mach



■ Charles Nolden specified "Special Paint 8834" (cost: \$135) when he ordered his Mach 1. Though the color is close to a couple blue hues offered in 1969, he recalls it as being a fleet color from Ford that he had spotted earlier. Enamored with the color, he was determined to have a car built in that special blue.

■ The 428 Super Cobra Jet engine was built with a stronger bottom end. The reciprocating assembly, crank, cap screw connecting rods, rod bolts, piston and pins, balancer, and flywheel or flexplate were stronger in order to live under higher rpm quarter-mile blasts.

■ In addition to engine upgrades for the Super Cobra Jet, the driver-side horn on the grille side of the radiator support was moved to the passenger side to make way for the external oil cooler.

■ The original white interior shows only the slightest wear after great care was taken to keep the car clean and out of the elements over the years.

■ Verified with 4,358 miles since new, the car was recently handed down from father to son. Since he doesn't drive this one, John Nolden built another 1969 Mach 1 that is virtually a twin except for a 600-plus-hp 429 engine.

AT A GLANCE

1969 MUSTANG MACH 1

Owned by: John Nolden, Bourbonnais, IL

Engine: 428ci/335hp Super Cobra Jet V-8

Transmission: Top Loader 4-speed manual

Rear end: 9-inch with 4.30 gears and Traction-Lok

Interior: White bucket seat

Wheels: 14x7 steel

Tires: F70-14 Goodyear Polyglas

1 in its stunning condition, carefully guarded in his climate-controlled garage. Special thanks to John's wife Cheryl, who wisely

told us about this car at last year's MCACN show. Because of her efforts, this car will be present at MCACN 2015.

Hunting for His High School SC/Rambler

For many of us, the muscle cars we like now are the muscle cars we liked in high school. The same holds true for Dave Steinberg, who bought a 20,000-original-mile SC/Rambler in 1978 and drove it throughout his school years. He raced the hot Rambler at Union Grove and became quite active in his local AMC club.

Steinberg sold the car in 1981 to cover school bills, a decision he's regretted ever since. He even tried to buy the SC/Rambler back from the new owner in 1983. Unsuccessful, he threw the man's number away and bought a Corvette.

Enthusiasts can't go back in time to their high school years, but muscle cars can bring back good memories. Thirty years after selling his SC/Rambler, Steinberg found a twin to his old high school car when he located a highly desirable, hardly driven SC/Rambler with 52,000 original miles. Since purchasing his replacement SC/Rambler, he has detailed the underside and rebuilt the 390 motor.

Through a series of contacts, Steinberg received a letter from a man in Racine, Wisconsin, who turned out to be the car's original owner. He still possessed all the factory documentation for the car. Steinberg learned that the SC/Rambler had been purchased new at Harris Motors in Winthrop Harbor, Illinois, on March 18, 1969. The original owner had discovered the documents while going through his deceased mother's items. He had been looking for 20 years to return the documents to the car's current owner, which he gave to Steinberg at no charge. Classy gesture.

Steinberg's dedication to his B-scheme SC/Rambler continues to this day, and he enjoys driving one of the best examples known. However, if there is anyone out there who might own his high school car, he still is determined to find it. If you know where it is, look him up at MCACN in November.

AT A GLANCE

1969 HURST SC/RAMBLER

Owned by: Dave Steinberg

Engine: 390ci/315hp V-8

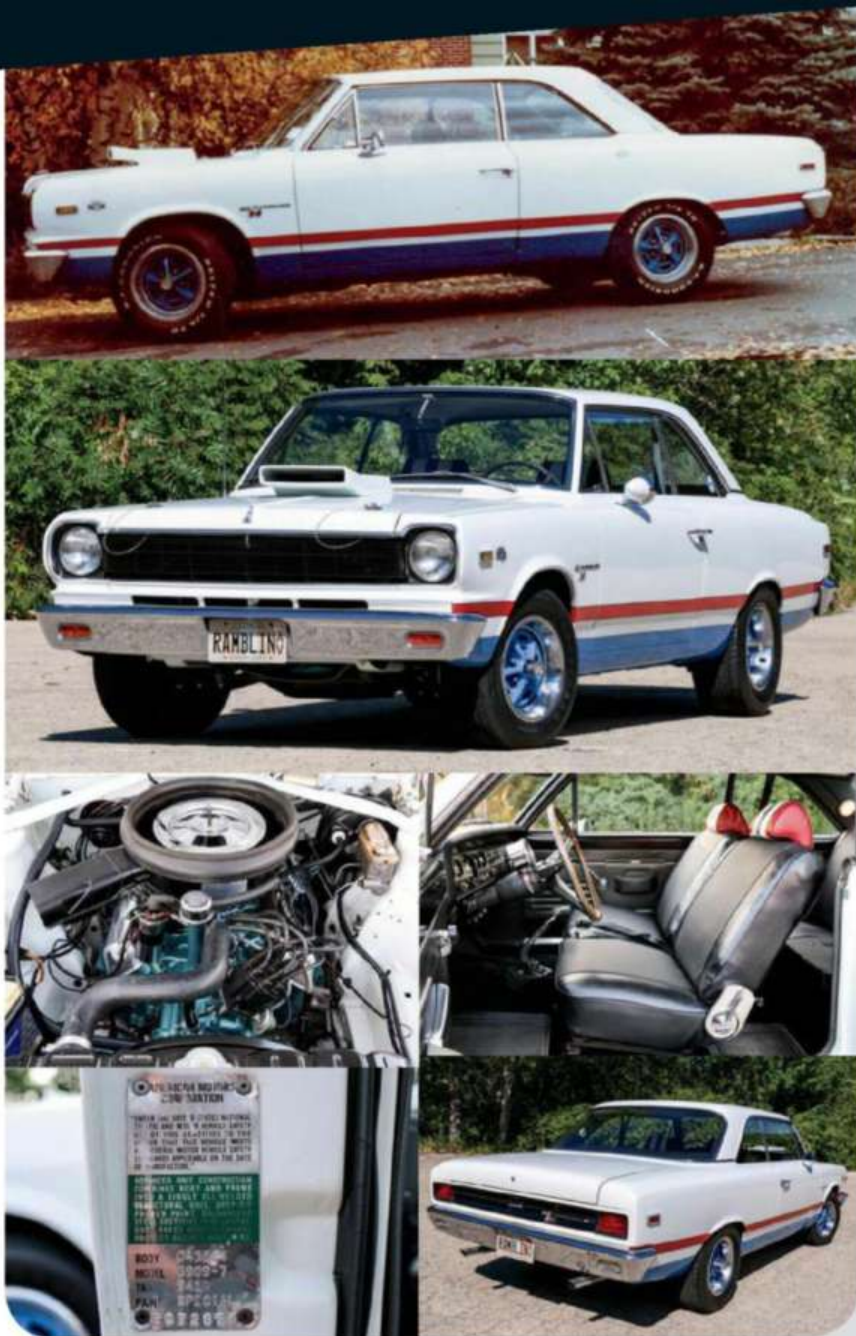
Transmission: Close-ratio 4-speed manual

Rear end: 3.54 gears with Twin Grip

Interior: Gray vinyl bucket seat

Wheels: 14x6 mag style

Tires: E70-14 Goodyear Polyglas



■ This is the 1969 SC/Rambler Dave Steinberg drove in high school. He sold the car in 1981 and regretted it ever since.

■ A few years ago, Steinberg was able to find a suitable replacement—with 52,000 original miles this time—that he drove to his high school reunion.

■ The engine was presented as the “AMX” 390ci V-8 rated at 315 hp. That was serious power for a car that weighed only 3,160 pounds. Equipped with the standard four-speed close-ratio transmission and 3.54 Twin Grip differential, the SC/Rambler would run the quarter-mile in 14.3 seconds, according to AMC's marketing people.

■ The trim tag lists the paint as “Special.” The 1969 Hurst SC/Rambler was offered in two paint schemes. Steinberg's car is the “B” paint scheme, while the more commonly seen “A” paint scheme featured a large red side-panel treatment with a blue stripe down the middle of the car and unique graphics on the hood. Total SC/Rambler production was 1,512 units. A reported 1,188 came with the “A” scheme, leaving just 324 sporting the “B” paint scheme.

■ Charcoal reclining seats are dressed with red, white, and blue headrests. A sports steering wheel, a Hurst shifter, and an 8,000-rpm Sun Tach were all part of the package from Hurst.

■ The SC/Rambler package was well thought out. For a bargain \$2,998, the car came equipped with power front disc brakes, rear axle torque links, a handling package, a heavy-duty cooling system, a custom grille, 14x6 mag-styled wheels, and E70-14 Goodyear Polyglas tires.

912-Mile 1970 Hemi 'Cuda

Restoration of a tubbed race-car-since-new highlights the story of Lenny Grimsley's 1970 Plymouth Hemi 'Cuda. Len and Lenny Grimsley are a Mopar father-and-son team active in Nostalgia Super Stock racing. The entire Grimsley family can often be found at the dragstrip on race weekends. Len enjoys wrenching on son Lenny's Wedge-powered 1964 Plymouth wagon to the tune of 8.60s in the quarter-mile. Not only do they race Mopars but they restore them as well.

Lenny recently completed the restoration of this Hemi 'Cuda. Because the 'Cuda has spent its entire life as a drag car, the FE5 Rallye Red E-Body has 912 original miles on the odometer—put on a quarter-mile at a time. Its most significant race history was time spent with Dick Carr, a drag racer during days of the wild altered wheel-base cars of the mid 1960s. His AWB race car was a 1963 injected Dodge known as the White Tornado. Carr owned this 'Cuda in the late 1980s and ran it as an SS/DA car in NHRA Super Stock competition.

When Lenny first purchased the 'Cuda, it was essentially an old race car in need of updates. His intention was to prepare the car for drag racing, but eventually the reality that the 'Cuda was a red/red Hemi car with a factory red Shaker convinced him to restore the car to factory condition. Lenny's father and Bob Shiro brought the 'Cuda into the Grimsley's shop and performed the restoration work.

The most difficult part of the restoration involved undoing the modifications made for drag racing. Most of the sheetmetal used to bring the 'Cuda back to original condition was genuine, rust-free Chrysler metal from a donor car. Transferring the needed parts from that car to the Hemi 'Cuda was not a task for amateurs, but Len and Bob's skills were more than up to the task. Once the metalwork was completed, the 'Cuda was treated to single-stage FE5 Rallye Red paint and then assembled to perfection.

AT A GLANCE

1970 HEMI 'CUDA

Owned by: Lenny Grimsley, Addison, IL

Engine: 426ci/425hp Hemi V-8

Transmission: 727 TorqueFlite 3-speed automatic

Rearend: Dana 60 with 4.10 gears

Interior: Red vinyl bucket seats

Wheels: 15x7 Rallye

Tires: F60-15 Goodyear Polyglas GT



■ Rallye Red with red interior (and the accenting hockey stick stripe) is a graphic combination that is mesmerizing. This Hemi 'Cuda was built for performance, with 4.10 gears in the Dana 60 and the A32 Super Performance Axle Package.

■ The original Hemi engine in Lenny Grimsley's car was long gone, so a replacement factory-spec Hemi built by Opel Engineering was installed. Underneath the Shaker hood sit the correct Carter AFB carburetors. Detail is superb, right down to the clips and clamps.

■ The colors of the Shakers on the Hemi 'Cudas during the 1970 model year were Rallye Red, black, and argent. Since Rallye Red cars are seen in advertisements with red Shakers, some believe that early Rallye Red cars came with red Shakers for promotional purposes. Lenny's car was built on October 13, 1969.

■ Lenny's 'Cuda was built with a red interior, console, and the Rallye Instrument Cluster Group, which included variable speed wipers, a tachometer, an electric clock, a heater control floodlight, a 150-mph speedometer, a trip odometer, woodgrain trim, and an oil pressure gauge.

■ The 'Cuda was a race car all its life prior to Lenny's ownership. For that reason, it has only 912 miles on the odometer.



By Geoff Stunkard
Photos by Geoff Stunkard and Courtesy the Campbell Family

Every story has a beginning. For this first-year Camaro with a small-block V-8, the story began with an early delivery from the factory to Brown & Hoeye Chevrolet in Mesa, Arizona, in November 1966. The new Camaro was a hot commodity already, and this example was purchased by a couple of guys who intended to give it some kick. It was here that the first-ever 427 Dana Camaro (DC1) made contact with infamy: Those two guys, Payton Cramer and Don McCain, worked at Carroll Shelby's place just 5 miles away.

Of course, in late 1966, Shelby American was not looking for Chevy guys. However, the possibility of marketing the new GM pony car in modified form was tempting to Shelby. It is believed that these men installed a 1966 L72 427 Corvette motor into this vehicle; there are statements that this could have been done at Shelby's Phoenix shop. The car, originally gold when it left the Los Angeles plant, was painted black before anybody ever owned or titled it.

"It is likely that the car was being converted at the same time Cramer, who was the Shelby CFO, was leaving the Shelby busi-

ness," says Dana researcher Garry Keyes, "but nobody knows today what connection Shelby himself may have had with the conversion."

According to Keyes, after being turned down by Ford to own a dealership, Cramer and partner Paul Dombroski bought Dana Chevrolet, a bankrupt dealership in South Gate, California, with the idea of creating SoCal's first Chevy dealership focused on street performance. Don McCain, who had helped initiate the conversion on DC1, worked the sales lot and drag raced this car locally to help drum up business for Dana's new 427 conversions. Sometime later in 1967, a new 1968 model was proposed, so they freshened up the 427 in DC1, installed the special Dana twin-opening fiberglass hood, and repainted it blue. For sale as a turnkey race car, it caught the eye of young Gary Dodd.

Dodd did not have cash on hand, but the salesman told him, "No problem. We'll get the bank to finance it." The dealer listed the car as a stock leftover 1967 model. Dodd bought it and went racing. There was a slight problem, though. State Farm was his insurer, and since this was not a street car nor expected to be



The Amazing Story of the First Dana Camaro

■ The 1967 Camaro had a unique rear appearance; many racers added a decklid spoiler as the cars went faster. DC1 was competing as a Pro Stocker by 1970. Note the Olds rear, installed after the 12-bolt broke under the strain of the rat motor.

■ Despite its being a costly artifact, the car can still spin the tires at will. Here, the man who did the paint detail, Robert "Doc" Holliday, cranks one off at the top end of Beaver Springs Dragway during the feature shoot. The crew had been working on the body prep for almost 24 hours straight to get the car ready for us.

"It is believed these men installed a 1966 L72 427 Corvette motor"

registered, Dodd dropped the insurance.

When asked why by the agent, Dodd told him DC1 had been bought as a race car and would never be on the street. This statement sent Mr. State Farm into a state of apoplexy. He drove to Dodd's place, took one look at the car, and told him the company couldn't insure it even if he wanted to. Therefore, the bank would not have written a loan on it, and the agent would be making some inquiries with California state regulators about Dana's business practices.

This led to a meeting with the salesman and some other VIPs at the South Gate dealership. If the state was getting involved, that meant trouble. The Dana salesman contacted Dodd and asked, "What can we do to make this right?" Dodd agreed to meet over a beer and discuss it. Indeed, after purchasing the car and being told it was ready to race, he had discovered there was no oil in the transmission and the engine had the wrong camshaft. So a suggestion was made: The dealership would pay off the loan, let Dodd keep the car with all its problems, and he would simply go away with the pink slip.

This deal was accepted, and the rest of the paperwork was thrown in the trash. This was a critical part of the DC1 story. Later, Camaro collectors could see in their research that the car was shipped to Dana, but nothing of the car's early title existence turned up in the National Insurance Crime Bureau (NICB) database.

Dodd raced the car hard. He was glad the car payments were over, because soon afterward the engine dropped a valve, and he was spending money on parts, including an Olds rear. Connell Chevrolet gave him a ZL1 motor to install in the car. Nonetheless, the car would be noted as the "old Dana Camaro" in period racing newspaper reports. With a tunnel ram, Dodd ran DC1 into the early 1970s. After he found it was no longer legal to run in heads-up West Coast Pro Stock-style matches when it fell outside the three-year rule, he offered it for sale.

The second owners were a pair of gentlemen named Smith and Heier. Smith, a railroad engineer by trade, fabricated and installed custom-made aluminum body mounts to go between the sub-frame and the body to lower the car's stance. His racing buddy



■ Years of racing means change; it would be very hard to decide how to restore all of this properly. The dash was replaced for Pro Stock, and the aluminum floor was added during the mid 1970s.

■ The car had, during the course of its existence, a 1966 L72 crate motor, an aluminum ZL1 courtesy of Connell Chevrolet, and several other Chevy big-blocks. After being turned into the dealership's race machine, it was in a constant state of change. This is a 427 block with a race-tuned single four-barrel, the package the car ran with before the tunnel ram was installed.



AT A GLANCE

1967 DANA CAMARO PROTOTYPE

Owned by: The Campbell family, Pennsylvania

Engine: 1968 427ci V-8

Transmission: Muncie M21 with Hurst shifter

Rearend: 1957 Olds (as installed in 1968)

Interior: Custom dash, race buckets

Performance, modern era: 10.3 sec (Cecil County)

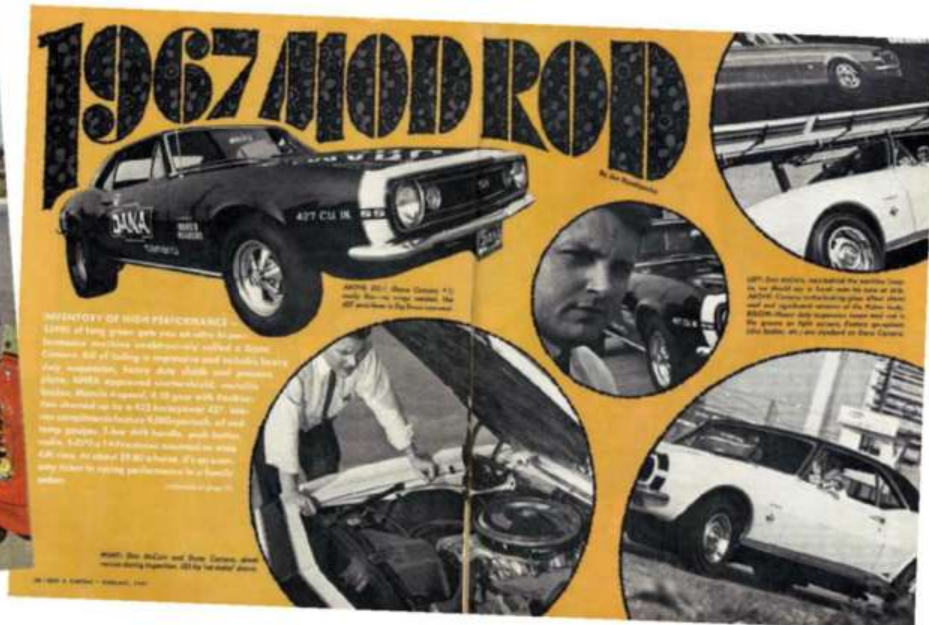


■ Doug Thorley and Doug's Headers were a major player on the West Coast for solid pipes. One interesting thing about the Thorleys for the first-gen Camaro is a design that does not have certain tube areas collapsed for accessory room or installation. This set was verified by Rob "The Muff Man" Kreger, a former employee of Doug Thorley.



■ The "427 CU. IN." callouts were unique to this one vehicle; production Dana 427 street cars in 1967 had very little in the way of extra identification. "The rims in *Rod & Custom* appear to be Rocket SS rims with Fenton SS center caps," says Campbell. "I have them but they are rough. The fronts now are 14-inch N.O.S. examples, and I had the rear ones custom made."

"I'd drag race the hell out of it!"



■ To make the February 1967 issue of *Rod & Custom* meant the car had to be converted very quickly in 1966. NICB documents helped show the car as being delivered to the Mesa dealership in the latter part of November. These few images of it in black were the only source for the paint selected for the car's present appearance. The Dana-style hood had not been developed at this early date.

Heier drove the car. When they decided to sell it a couple of years later, DC1 ended up in Lebanon, Pennsylvania, with service station owner Dan Bailey. It was here the story takes a turn, as the Camaro begins to transform from a used drag car to a possible collector's item.

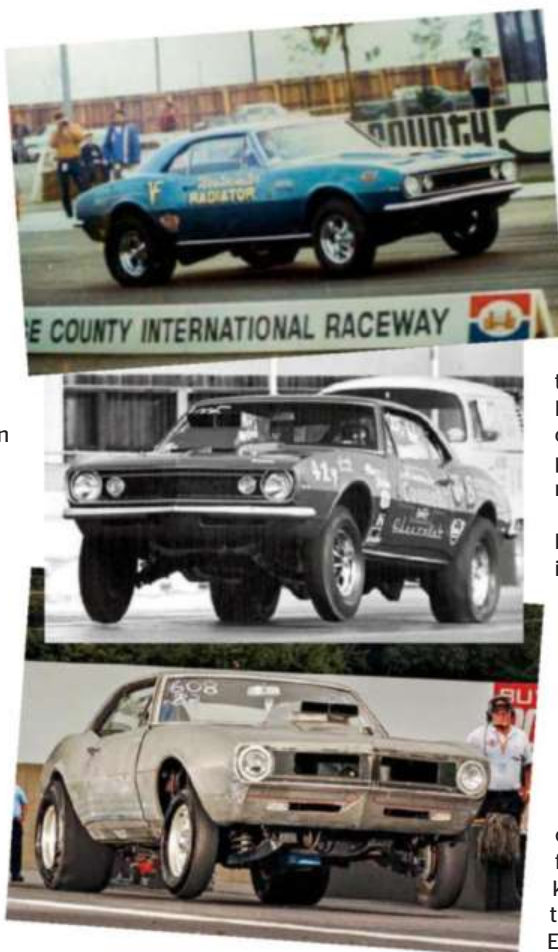
Since the old Dana hood was already butchered up, Bailey bought a complete Motion Performance tilt front end. He raced in the Northeast until parking the car in the mid 1980s. Decades later, "caught in a moment of weakness," he sold DC1 to a young man who claimed to be enamored with the Camaro and "would keep it forever."

It was now 2007. A friend of Colin Campbell's asked if he would go to a local used car dealer and try to buy the car back, which was now residing in a local body shop. Seems our young car lover was out for a quick buck. He had updated the racing seats, and the car was taped over and going in for candy-apple red paint for resale when Campbell showed up with cash on the barrel-head. He brought it back to Bailey, whose health had begun to wane.

Bailey asked Campbell, "What would you do with the car if it was yours?"

"I'd drag race the hell out of it!" was Campbell's reply. Bailey saw he was sincere and told him, "I'd like to see that. Since you have the car now, take it, race it, and you better bring me lots of pictures."

True to his word, Campbell got DC1 in shape. Since the car hadn't seen the track since being parked around 1984, he had a friend at Maple Grove Raceway help him get the car back down in the 10s and kept



■ The car's appearance was never static. The early shot of Gary Dodd is with the Dana hood installed and the blue paint DC1 was wearing when he purchased it. The second wheels-up shot shows the hoodscoop mounted to the Dana hood and Connell Chevrolet sponsorship, which included a ZL1 engine swap. In the third shot, we see the car decades later after Colin Campbell got it running thanks to the late Dan Bailey.

Bailey informed of this progress almost weekly. Each time they chatted, Campbell became more aware from Bailey's recollections that this was not some run-of-the-mill ex-Modified Production beast. While the car had originally been sold on a pink slip by Dodd, Bailey had gone ahead and formally titled it in 1975. That in turn had led to a number of possible suitors discovering it and wanting the historic early-built Camaro in a bad way. For Campbell, the money was not an object; he had resources himself and a promise to a friend. What thrilled him now was hunting the history.

Over the ensuing years, he talked to literally everyone who had ever been involved with the car. He and Bailey found great kinship in this, and when Bailey eventually succumbed to health problems, he left everything associated with the car to Campbell.

That brings us to what you see here. We know DC1 would probably be restored to some circa-1967 appearance if a collector wanted it "to be right." Instead, it retains much of its racing heritage: the aluminum floor, its racing dash, and an aftermarket intake on a correct 427ci engine that was found in Bailey's effects. Even the blue racing seats installed by the young car salesman during his brief ownership remain. These are fingerprints of decades of racing history. At the time of this story, Campbell has received sizeable offers for the car but has turned them down. In the meantime, if everything works out, he, together with Gary Dodd, will show DC1 at MCACN this November.

Stronger Than the STORM

The year 1991 started off as a pretty good one for 25-year-old AMC fanatic Dave Goodwin. After four years of toil on his 1970 Javelin SST Mark Donohue Edition project, the potent pony car was finally freshly restored and hitting the local show circuit. The Big Bad Orange Javelin grabbed praise wherever it showed up, includ-

Javelin Fights Back From Rising Waters

By Scotty Lachenauer

ing the highly lauded New England AMC show on Labor Day of that year, where it garnered First in its class. The car had finally morphed into the beautiful muscle car Dave knew it could be, all after a pretty checkered and battered past.

Living on the south shore of Boston a stone's throw from the beach was a little slice of heaven for Dave. His back driveway



“Salt water enveloped the car”

parking area led directly into the town beach parking lot, so his trek to the water was like a typical guy's walk to take out the garbage. Not too shabby to say the least.

So after a successful summer of parading the Javelin from show to show, the car was parked in the backyard of the house and was getting prepped for a winter's slumber in the garage. Because Dave worked several jobs at once, he didn't have the time to get the car indoors yet, but it was on his "I really have to do this" list.

One night in October, Dave was at work and received a frantic call from his then girlfriend (now wife) Kelly. It seems that a major storm was brewing off the beach and heading for New England. The tide was rising at an alarming rate. Unfortunately, Dave had the only set of keys to the Javelin on him, so his dad headed over to help push the AMC up onto dry land. The Perfect Storm of 1991 turned out to be one of the worst Nor'easters in history, and its strong

tidal flows afforded no dry land to save the Javelin. Salt water enveloped the car.

After the water receded and the shoreline dried out, Dave tore down the car and flushed it out thoroughly with fresh water. Parts that could be saved were put aside to dry. The waterline reached just below the dash, so the harnesses survived to fight another day. Even better, the engine did not take on any water, which saved a lot of time when getting the car roadworthy again. The tranny was flushed, the rear was overhauled, and fluids were changed in the engine and radiator. Finally, after the car had thoroughly dried out, the interior was reinstalled. The car was run to make sure there was no harm to the 390. It could have been worse, but no long-term damage had been done.

Before the Flood

So how did Dave get his hands on this rare ride? Back in the summer of 1984, an

18-year-old Dave spotted the mistreated AMC for sale locally. For the princely sum of \$500 he became the third owner of the car. Six years before, the Javelin had been stolen, thrashed through Boston, and left for dead with a blown motor. A second owner bought it shortly after and had plans to restore it, but that didn't happen. Enter Dave, who was a young, burgeoning AMC buff, having owned several Javelins, including his 1968 290-powered daily driver. He had already amassed a few Javelin parts cars on his property and was willing to take on the project of bringing this abused pony back to life.

Dave was building a 390 for his project '69 Javelin at the time he bought the Mark Donohue edition, so that incomplete car was sold off to finance the reconstruction of his new acquisition, and the potent engine was redirected to his new Javelin. The body on the '70 was in reasonable shape for its age, so over time, that freshly



rebuilt 390 was installed and the AMC was brought back to life. Slowly, the bodywork on the Mark Donohue car was completed, and in 1988 the Javelin received a fresh Big Bad Orange lacquer paint job courtesy of the owner himself. The paint remained fresh for years as Dave drove it only during the nice New England summer weather, and kept it under wraps when not in use. By 1991, the car was a full-out stunner, which was short-lived due to that fateful October night.

Back on the Road

Once Dave got the Javelin back on the road after the 1991 storm, it was used sparingly over the next few years. By 1999 the car was showing some major rot issues and was a 50-footer at best. At this time, Dave had just moved south to Florida, where the car found a permanent home in the new garage adjacent to the house. However, in 2007 Dave decided once again to tear down the AMC and start a fresh restoration on the sheetmetal.

Removing the bubbled paint, it was obvious the car needed some hefty work. Dave replaced the rear quarter wheel arches and driver's floor pan, made some trunk repairs, and patched the rockers and door bottoms. He also made some modifications, like removing the antenna and filling the hole, and removing the exterior SST trim and chrome trim tops on the doors and rain gutter. He removed the Javelin emblem from the hood, and the rocker trim and rear bumper guards as well, for a

cleaner overall look. Dave once again covered the body with a fresh BBO paint job using top-of-the-line PPG paints. He also painted the once chrome Javelin bumpers, door handles, and mirror stems in the hue, to both modernize the look of the Javelin, and to avoid costly rechroming.

The interior received some changes as well. A modern sound system with a custom rear shelf, along with kick-panel speaker enclosures (replacing factory vent panels), gets the classic tunes cranking. For climate control Dave added a factory AMC heater and A/C box to keep it comfortable out on those steamy, Florida roads. A custom carbon fiber dash overlay replaced the originally worn-out faux woodgrain piece. A smaller custom steering wheel and a custom center console finish the updated look. All original parts were kept to revert back to stock if the thought ever arises.

The 390 Dave built in 1988 for the Javelin was out of a '69 Javelin. It boasts a 0.040 overbore with a forged crank, stock heads, a Comp cam, an Edelbrock Torker 2 intake, and a 650 Holley up top. Other mods include 1.6-ratio roller rockers with screw-in Chevy rocker studs, a Mallory Unilite distributor, and a one-wire GM alternator conversion. Hedman headers and a custom bent exhaust get the spent gases out in a hurry.

The original BorgWarner T10 four-speed feeds the power to a Ford 9-inch (with disc brakes) from a Lincoln Versailles, built by Custom Automotive Machine in Weymouth, Massachusetts, which coincidentally

was also responsible for the machine work on the 390. Inside the housing is a Detroit Locker and 3.55 gears. Unfortunately, the original rearend was destroyed before Dave took possession of the car.

The suspension received some upgrades as well. All the front bushings, suspension, and steering linkage pieces were replaced with OE-style components, primarily from Moog parts, which did wonders for the handling. The rear leaf springs were upgraded and replaced back in 1988 and survived the storm just fine. Koni shocks were installed on all four corners, and the Javelin retains its original AMC front disc brakes.

The Javelin still has its original Donohue rear spoiler, which gives the ride a true Trans-Am racer look. The OE ram air hood is functional and tells the casual observer that this Javelin means business. Other subtle changes by Dave include black treatment to the rear taillights and notching of the rear valance for the tailpipes. One other change of note: The Donohue decal is plain black (the original has the reflective backing), which was more to the owner's liking.

Today the Javelin is back on the road and turning heads wherever it goes. With its retina-burning paint and retro good looks, and still possessing that car show rarity, it's no wonder Dave lusted after these potent rides since he first laid eyes on one in high school. It's not a Camaro, or a Mustang, and that's one of the reasons why he loves the model so much.

■ **Dave Goodwin's Mark Donohue Javelin is a survivor, but not in the way we usually think of one. This car was stolen and left for dead back in the 1970s, and then submerged in floodwaters in the 1990s. Yet you'd never know it by its condition today.**



“The Javelin had been stolen, thrashed through Boston, and left for dead”

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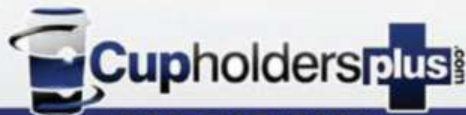


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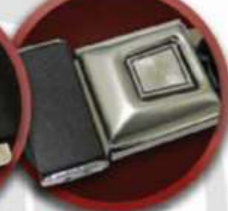
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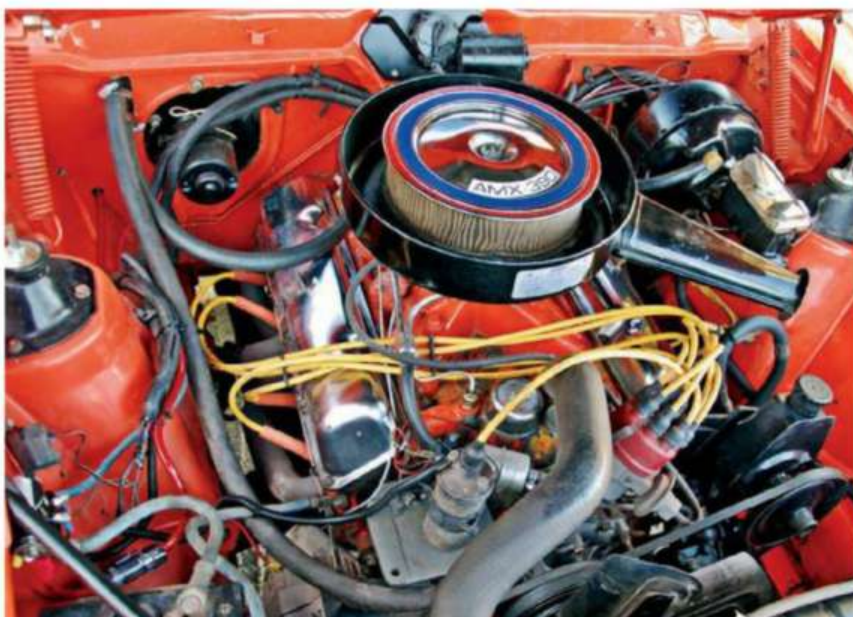
■ In factory trim, the ram-air hood adds 15 hp to the 390's output. With the mods Dave has made to the motor, output is surely north of that figure.

■ The classic Magnum design looks so good on so many muscle cars, the Javelin included.

■ The 390 in Dave's Javelin came out of another project car. It has been overbored and fitted with a number of speed parts, including a Comp cam, an Edelbrock manifold, and a Mallory distributor.

■ Dave's upgrades to the interior include a new steering wheel, a carbon fiber dash panel, and a new console. He kept all the OE pieces should he want to return the car to stock.

■ It's subtle, but Dave removed the reflective backing from the Donohue decal for a simpler look.



AT A GLANCE

1970 JAVELIN SST MARK DONOHUE EDITION

Owned by: David Goodwin

Restored by: Owner

Engine: 390ci/340hp V-8

Transmission: BorgWarner T10 4-speed

Rearend: Ford 9-inch with Detroit Locker and 3.55 gears

Interior: Black vinyl bucket seat

Wheels: 14x6 Magnum 500

Tires: 235/60R14 front, 245/60R14 rear BF-Goodrich T/A Radial

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Which do you prefer, old-school pure mechanical precision or state-of-the-art modern computer-controlled technology? Both have their strong and weak points. More to the point, would you rather have a classic Mopar or one of Chrysler's late-model hot rods? For Bill Chambers of Green Bay, Wisconsin, it turns out that he had to have both.

He did start out with the latest technology when he purchased this 1970 Challenger convertible off the lot in April 1971. The list price was \$4,532.50, but because it was a demo, Bill picked it up for just \$3,395. It was his family car through most of the 1970s gas crisis, but finally, in 1979, fuel costs just got to be too much and the reluctant decision was made to store it (at least he didn't trade it in) and drive a Civic.

About 1990, Bill contacted John Balow, owner of Muscle Car Restorations in Chippewa Falls, Wisconsin, about getting his Challenger restored. He knew about Balow and the shop from car features he had seen in various magazines, and he liked Balow's strong reputation for restoring Mopars. But for various reasons the timing just wasn't right, so Bill kept his Challenger

with the anticipation of eventually getting it restored. Finally in 2006, he just wasn't going to wait any longer. He committed the car to Muscle Car Restorations for a full resto.

While the car was undergoing the resto, Dodge released the current Challenger. That got Bill to thinking about obtaining a 2010 model, as it would be the 40th anniversary of the Challenger's debut. But he wanted it to be a convertible of the same color as his '70. Well, the 2010 model year came and was almost over by March 2010, and there were no Burnt Orange converts in sight, so Bill took matters into his own hands.

He ordered a 2010 model and had it shipped to Droptop Customs in High Spring, Florida, where the metal roof was replaced by a white convertible top and it was painted Dark Burnt Orange. In order to get the new Challenger to match the body color of his vintage one as closely as possible, Bill ordered the new car in Bright Silver Metallic so the neutral paint color wouldn't affect the new Dark Burnt Orange when it was applied.

So, which one would you rather have?



**1970 or 2010 Challenger?
Pure Mechanical Function or Computer Controls?**

Old School vs.

**“He purchased this
1970 Challenger
convertible off the
lot in April 1971”**



New Tech

By Mark Ehlen


■ When the two cars are parked together, it's easy to see the styling cues Chrysler picked up from the original Challengers in designing the late-model versions. The white top against the Burnt Orange paint is a little stark; both cars look better with the top down.

The '70 will definitely turn more heads, and it's certainly worth more now. The cool factor gauge is also pegged with this one. And it's the second time in 40 years that Bill has gotten to drive this car brand new.

On the other hand, the new car will outperform the '70 in any category you want to measure. It's faster, it handles and brakes better, it's more fuel efficient, and it's arguably more comfortable for a long road trip. Hey, sorry, but Chrysler has made a lot of improvements in the last 40 years.

Still the '70 will be a lot more fun at shows and on cruise nights. And which one would you rather work on if you had to?

Then again the '10 does have a six-speed stick and a seven-speaker (with subwoofer) Boston Acoustics Media Center that will make the old tunes sound way better than Bill remembers them. Oh, and yes, it's got a Hemi.

Truth is, this could go on and on, so we recommend you take it up at your next bench racing session. As for Bill, his only issue is that he can't drive both at the same time, but that's a dilemma he can live with. 



■ The 383 Magnum single-four-barrel was factory rated at 335 hp and was the everyday big-block workhorse for Chrysler in those days. It moved Bill and his family around town without ever breaking a sweat. This one was rebuilt back to factory spec by Wheeler Racing Engines.

AT A GLANCE

1970 CHALLENGER R/T CONVERTIBLE

Owned by: Bill Chambers, Green Bay, WI

Restored by: Muscle Car Restorations, Chippewa Falls, WI

Engine: 383ci/335hp Magnum V-8

Transmission: 727 TorqueFlite 3-speed automatic

Rear end: 8 $\frac{1}{4}$ with 3.23 gears

Interior: Burnt Orange vinyl bucket seat

Wheels: 14-inch Magnum 500

Tires: F70-14 Goodyear Polyglas





■ At first glance, you might not be entirely sure which gas cap is on the 1970 Challenger and which one belongs to the '10.



■ The interior in Bill's 1970 Challenger is the same Burnt Orange (code K4) as the exterior paint. The Rallye Dash option is fitted with a 150-mph speedometer, an 8,000-rpm tach, and a clock along with the usual oil, alt, temp and fuel gauges. Also, if you're pushing the speedo or the tach to the limit, don't white-knuckle the wheel too hard or you'll end up sounding the horn.

“The new car will outperform the '70 in any category you want to measure”

AT A GLANCE

2010 CHALLENGER CONVERTIBLE (CONVERSION)

Owned by: Bill Chambers, Green Bay, WI
Restored by: Unrestored, convertible conversion by Droptop Customs, High Spring, FL
Engine: 5.7L/330 (rw) hp Hemi V-8
Transmission: 6-speed manual
Rearend: 3.92 gears with Anti Spin
Interior: Dark Slate Gray leather bucket seat
Wheels: 20x8 polished aluminum
Tires: 245/45ZR20

■ Muscle Car Restorations designed and had made this custom nose emblem celebrating the 40th anniversary of Bill's Challenger.



2015 WOODWARD

The 10 Most Bitchin Muscle Cars There

By Barry Kluczyk

Regardless of a vehicle's assembly plant location, Detroit will always be the spiritual home of the muscle car. And it was historic Woodward Avenue where many of those cars' powertrain combinations were evaluated prior to production in, ahem, *real-world* conditions that couldn't be replicated on the proving ground.

More than the engineering epicenter for muscle cars, Woodward Avenue was home to one of the premier cruising venues in the country. Like legendary Van Nuys Boulevard in Los Angeles, Woodward drew young people and their cars from the surrounding metropolitan area. It was a cultural melting pot, with anchor drive-in restaurants such as Ted's and Totem Pole serving as hangouts and destination loops along the expansive, divided highway that ran north from Detroit and literally wrapped around downtown Pontiac.

Consequently, the annual Woodward Dream Cruise, which just marked its 21st running, has become a homecoming of sorts for the cars forever associated with Detroit and the social scene from that magical era of the 1960s and '70s. The Dream Cruise itself is a one-day hap-



■ We didn't catch up with the owners of this 1970 Challenger R/T 440 Six Pack convertible, but the patina gave us every indication it was an unrestored muscle car. If authentic, it is one of only 99 R/T 440 Six Pack convertibles built that year. Wow.

■ Although not as ubiquitous as the 1969 models, Chevrolet still produced a healthy 7,199 1968 Z/28s. This one, owned by Bob Gonko, is finished in the rare, 1968-only British Green Metallic, which was a midyear add for the Camaro lineup. It is a matching-numbers car too, originally delivered through Kentucky's Brewers Chevrolet, a performance-minded dealer that sold one of the original 69 1969 ZL1 Camaros.



DREAM CRUISE



■ We've encountered Dennis Koss's gorgeous 1962 Catalina Royal Bobcat replica in the past and continue to be impressed with its presentation. Koss tried to buy the car when it was new and tracked it down years later. Pontiac resto guru Scott Tiemann did the restification. Under the hood is a 455 punched out to 469 ci, but it looks for all the world like a factory 421 Super Duty.

■ Bob and Sandy Szymula's authentic 1971 Boss 351 Mustang is one of only 1,806 built that year and is all original, except for a respray of the original Wimbledon White paint. The R-code 351 Cleveland is rated at 330 hp and backed by a Top Loader four-speed.



■ Look closely: This 1969 Dodge Daytona was converted to right-hand drive. The story is it was shipped to Australia in 1973, where regulations required the conversion. They also necessitated adding turn signals under the nose cone and amber signal lenses in the taillights. The car was restored in the late 1990s, and that's when the non-original purple paint job was added. It's back in the States under the care of John Pappan.

■ Inline Tube cofounder James Kryta was cruising this 1970 Olds 4-4-2 convertible, one of 420 equipped with a four-speed. Upon purchasing it California, he drove it across the country back to his home in Michigan. It is a very early car for the year, built in September 1969, and Kryta says a number of 1969 parts were found when it was disassembled for restoration.

■ There were a lot of Trans Ams on Woodward, but we've got a soft spot for the Super Duty cars, which were represented well by John Nikolas' Cameo White 1974 example. It has about 51,000 original miles and is one of 943 built that year. Nikolas has a couple more of these SDs in his garage too: a white '73 and a red '74.

■ Of the low 678-unit production run for the 1970 Buick GSX, only 187 were sprayed Apollo White. The rest were Saturn Yellow. This one is part of General Motors' collection of historic vehicles and was shown in Buick's Woodward display. It is a Stage I car too, which means the 455 engine is good for 510 gut-tugging pound-feet of torque.

pening—the third Saturday in August—but unofficially it is a week-long celebration. Cars hit the sweet spot along Woodward, in the suburbs of Royal Oak and Birmingham, for a solid week before the Saturday cruise.

If you are planning to take in the event for yourself and want an insider's perspective, the evenings leading up to Saturday are the best for viewing cars on the move. The day of the Dream Cruise is a spectacle like no other, attracting upwards of a million visitors, but as a result, it can be difficult to move (or at least move quickly) to soak it all in. Do yourself a favor and arrive a few days early. Check out the Henry Ford Museum or other auto-themed points of interest during the day and hit the street in the evening.

The Dream Cruise is also one of those rare events that blend quantity and quality, especially when it comes to vintage Motor City muscle. Name the brand, model, color, and engine option and you'll see it. Better still, many clubs use the event to get together and show off their cars collectively, generating mini car shows within the larger cruise dynamic.

We shot thousands of photos, talked to countless enthusiasts, and spent hours winnowing it all down to our favorite 10 muscle cars. Yes, there are harder ways to make a living, but it was still a daunting task. Check out the pics and let us know what you think. ■



■ The 1972 Hurst/Olds is kind of an anomaly. It was selected as the Indy Pace Car that year after an accident at the track with the

1971 Challenger pace car spooked the auto manufacturers. Only 629 of the cars were built for the year, comprising 499 hardtops and 130 convertibles (roughly half of the hardtops came with sunroofs too). This one is part of racing magnate Roger Penske's amazing collection of pace cars, which formed an impressive collection along Woodward.

■ Jason Owen's 1965 Dodge Coronet was built to emulate the factory altered-wheelbase cars that preceded the Funny Car movement. In fact, it was built authentically, with a 10-inch front-axle relocation and a 15-inch rear-axle relocation. And like the factory-modified cars, it does not have a straight front axle but rather a factory K-member. The engine is a Hilborn-injected Hemi, backed (of course) by a four-speed trans and 4.56-gear rear axle.



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Turning a
New ZZ427
Into an Old L88

OUTSIDE THE BOX

By Arvid Svendsen

Vintage guitars can bring big money. I have owned an acoustic Taylor 510 for more than 20 years, and the guitar is worth more today than when I purchased it. A 1958 Gibson Les Paul Standard in its original finish can bring more than \$200,000 in today's market. A well-worn acoustic or electric guitar will pique the interest of the typical guitar aficionado because years of service would indicate quality and great performance, with a likelihood of strong value. Like the original paint on a muscle car, typical wear on a desirable guitar with nice original finish will usually not hurt its value.

In the guitar world, it is not surprising that the process of "relicking" has been born. When a guitarist says he wants to relic his new electric or acoustic guitar, he is speaking of making it look like a worn, 40-year-old veteran. We decided to relic a Chevrolet Performance ZZ427/480 crate motor so it would look at home in the dirty (but original) engine compartment of our Malibu 1967 Malibu project car. However-

1 Mike Ardito begins transforming the appearance of a brand-new Chevrolet Performance ZZ427 crate motor into a well-used 1967 L88 Corvette engine. The contemporary HEI distributor included with the ZZ427 motor must be replaced with a vintage distributor.





2 The ZZ427 crate motor valve covers will be replaced by 1967-style valve covers. Ardito removes the intake manifold in order to grind off the Chevrolet Bow Tie logos.



3 The oil pan supplied with the ZZ427 crate motor does not work for a 1967 Chevelle and must be replaced. Moroso supplied a Street/Strip oil pan (PN 20411) for our application. After removing the supplied pan and stock oil pump, Ardito installed a Moroso high-volume oil pump and pickup (PN22186).



4 The Moroso Street/Strip 6-quart oil pan has a kickout to improve ground clearance. The pan sealed nicely and worked perfectly for the MaliBeater. The clear zinc finish on the Moroso pan looked too nice, though, so Ardito aged the pan to make it look about 40 years old.

“Years of service would indicate quality and great performance”

er, the relic job on our motor would include a transformation from 2015 ZZ427/480 to the appearance of a 1967 L88 427/430 motor. My buddy Mike Ardito performed the work on the motor.

Ardito currently works for Mecum Auctions as chief supervisor of mechanical and restoration operations. His talent includes a career of top-shelf muscle car and Corvette restorations. He has served

as judge for the Zenith Survivor shows and for the Preservation Class at the Muscle Car and Corvette Nationals (MCACN).

Unlike anyone I know, Ardito can discern the originality and work performed on a collector car by just examining it. He is also a genius at reproducing original paint or component finishes for the purpose of having them look right with the rest of the car. When Ardito volunteered his services



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TECH

OUTSIDE THE BOX



5 Because he was about to hit the brand-new ZZ427 engine with a grinder, Ardito masked off all holes and mating surfaces. Shavings and filings can easily work their way into the engine if this step is ignored.



6 Chevrolet Performance supplies a Holley 770-cfm carburetor with the ZZ427 engine. However, since the 1967 L88 came with an 850-cfm Holley with vacuum secondaries, we bolted on this classic 850-cfm Holley carburetor with electric choke and vacuum secondaries (PN 0-80531).



7 Ardito ran some masking tape on another big-block motor he had sitting in his shop, and used a pencil to create a template for the aluminum heads on the crate motor.



8 The template was transferred to the new motor, and a line was drawn on the cylinder head.



9 Ardito used a number of grinding stones and cutters to grind off the Chevrolet Performance logo and create a cast-type surface.



10 As much as we love the Chevrolet Bow Tie, it was not found on the 1967 L88 motor and had to be eliminated. Ardito again used a variety of bits and grinding stones to make them all disappear.



11 Having restored many midyear Corvettes, Ardito has become a student of Chevrolet assembly line practices. The Tonawanda engine sticker with a clear vinyl covering was slapped on the valve cover prior to paint. After paint, the clear covering was removed, making a way for slight corrosion to develop over time. Ardito re-creates that process using a masking tape covering over the Tonawanda engine sticker.

to transform and relic the 427 motor that would be installed in the MaliBeater, I was elated, to put it mildly.

Understand that the MaliBeater is, in part, an exercise in preserving a car's originality. On that note, Ardito was recently called on to repair front fenderwells that had been butchered to fit a pair of headers. Because the car was a very nice, original-paint automobile, the owner was deeply

committed to preserving its originality. Rather than slap on some new reproduction fenderwells, Ardito repaired the original fenderwells and painted them with slight patina to match the original paint on the front part of the fenderwells. Mission accomplished, original-paint car preserved.

It may be original, but the paint on our 1967 MaliBeater is washed out and dirty. Dents and scratches are easy to find.

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The engine compartment is generously adorned with grease and grime. It is not a radio- and heater-delete car, but neither work. One grasp of the hardened, cracked dash pad could literally cause severe lacerations. Like a child in need of braces, the grille is bent up and crooked. All that said, we like the MaliBeater's originality.

Thanks to Matt Renz and Howie Hoffman at Midwest Muscle Cars, the MaliBeater is now running strong with the Chevrolet Performance ZZ427 installed—a process we'll cover in a future story. And thanks to Ardito, that engine looks like it's been in the car for decades, not days. Follow along as Ardito makes a sow's ear out of a silk purse.



12 An old big-block Chevy in the signature Chevy Engine Orange paint typically turns darker with age. To replicate that look, Ardito has Chevy Engine Orange sitting on his shelf, aging. Some of that “vintage” engine paint was used on the MaliBeater motor.

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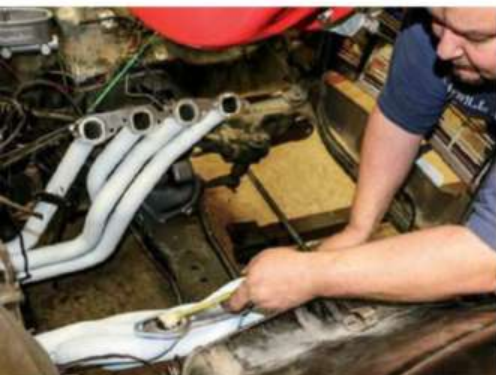
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13 Prior to paint, Ardito artistically brushed on some homebrewed goop in the typical areas that rust. After the paint dried, he washed the exterior, exposing the bare metal areas that had been covered by the goop. He then applied a secret recipe blend that quickly rusted the bare spots.



14 When the paint dried, Ardito installed brand-new but relicked deep-groove L88 pulleys. The generator from the Mali-Beater's original 283 was put back into service.



15 Chevrolet recommends a 2-inch primary tube header for the ZZ427 motor. Matt Renz of Midwest Muscle Cars is seen here installing Doug's Headers four-tube full-length headers (PN D322-R). These headers are available coated, but we opted for a raw finish and then lightly painted them with high-temp paint, anticipating that the headers would then rust slightly to match the rest of the engine's patina.

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TECH

OUTSIDE THE BOX

“It is not a radio- and heater-delete car, but neither work”

16 After the motor was in the car, Ardito installed the Holley 850 carburetor and L88-style fuel lines from Corvette Central. A used distributor with a PerTronix electronic ignition conversion was also put in, as were used wires.



17 The L88 air cleaner was sourced from Corvette Central and nicely replicates the 1967 L88 unit. The breather is from my 440 Chrysler motor. The finished product is an engine that looks to have been installed in the early 1970s and nicely complements the honest 38-year-old engine compartment grime.

SOURCES

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chevrolet.com/performance

Mecum Auctions
mecum.com

Summit Racing Equipment
summitracing.com

Corvette Central
corvettecentral.com

Midwest Muscle Cars
mwmcars.com

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Finale Is Fab



By Geoff Stunkard

Beyond the cars and stars, there has always been a sense of celebration at the annual York US30 Nostalgia & Musclecar Madness show. It has become the meeting point for many of the East Coast's former racers and associated friends, and 2015 was no exception. Especially important this year was honoring the 50th anniversary of the Woodstock of drag racing, the 1965 *Super Stock* Magazine Nationals. That one-day event, held on August 7, 1965, at the nearby York airport, remains one of the most noted in the history of door-slammer drag racing. Nonetheless, there was also a

York Reunion 2015: 50 Years Since the First 'Big One'



■ Nick Smith took Best of Show for the 1965 Dave Strickler Dodge, one of the handful of vehicles built by Chrysler that launched the Funny Car era. Members of the Strickler family are seen behind him.

**“It is our hope
that somebody
will take the
show over and
preserve it”**

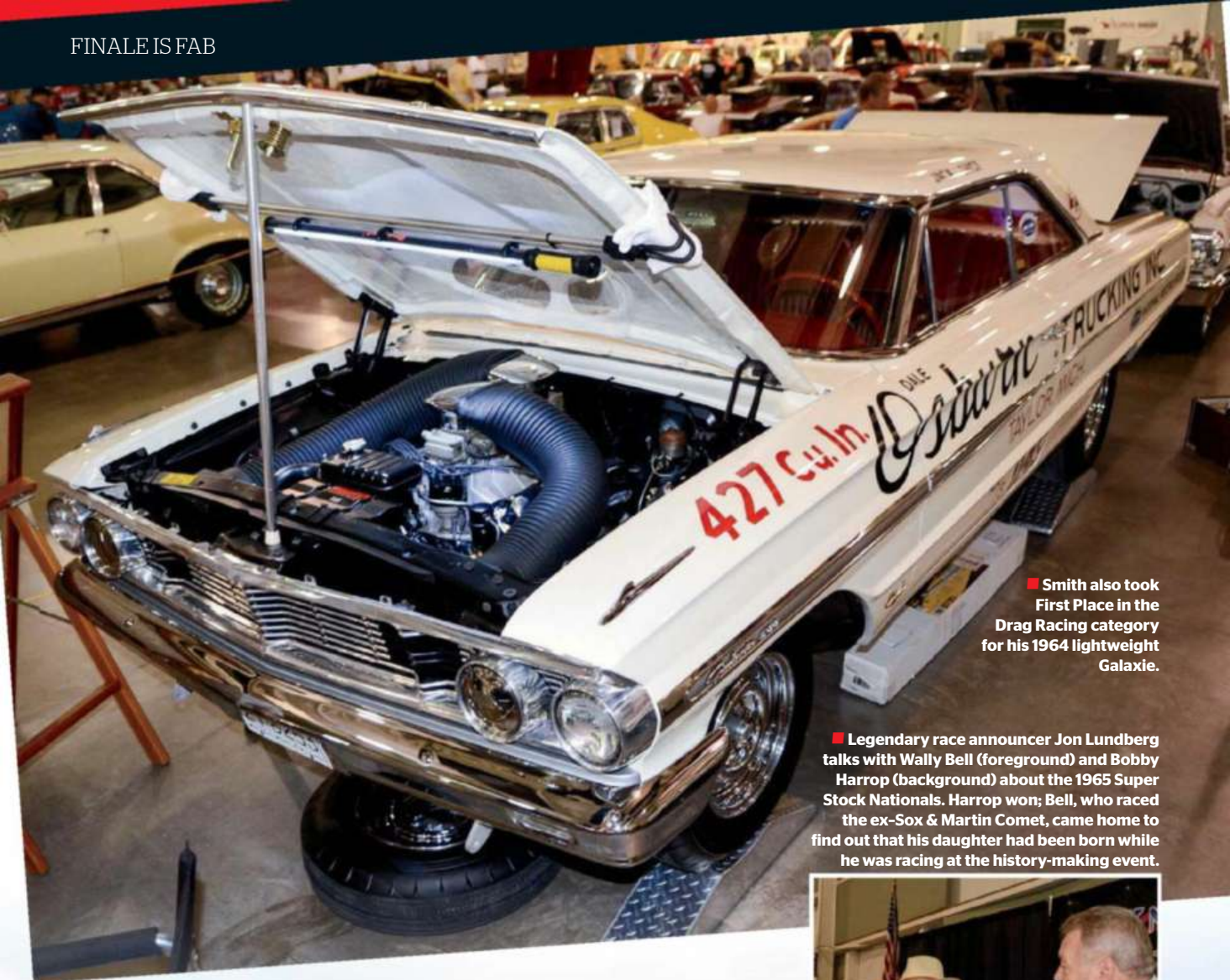
tinge of sadness in the air as attendees had been told that there might not be another show after this one.

Former NHRA Division 1 Director Darwin Doll and his wife, Pat, have managed the indoor-outdoor extravaganza for more than a decade. They started with an idea

to host an indoor drag racing-oriented car show on one of America's most notable fairgrounds, an idea that has since blossomed into a reunion and car exhibit that draws people from around the nation and even some international visitors. They come to see vintage drag cars and muscle cars, catch up with friends, and meet the attending racers and celebrities. But Darwin and Pat have agreed that they are no longer able to assume the risk that an event of this magnitude entails. A dearth of major sponsorship despite the show's publicized notoriety made that challenge even greater in the last couple of years.

As a result, they had announced earlier in 2015 that this would likely be the final occurrence unless somebody was willing to pick up the baton.

As many promoters are finding out, the problem in the 21st century with many car events is growing the audience. Everyone old enough to care is already coming or would like to attend shows like York, so the real challenge is finding ways to bring in younger people as well. Nonetheless, at this year's show, there were quite a few families on hand, and it is nice to see that children still love to see colorful cars, plus get autographs from people who retired



■ Smith also took First Place in the Drag Racing category for his 1964 light weight Galaxie.

■ Legendary race announcer Jon Lundberg talks with Wally Bell (foreground) and Bobby Harrop (background) about the 1965 Super Stock Nationals. Harrop won; Bell, who raced the ex-Sox & Martin Comet, came home to find out that his daughter had been born while he was racing at the history-making event.



“This two-owner GTO was stored on jackstands from 1977 to 2014”

■ East Coast racing legend Ed Hedrick, who drove for Bill Jenkins and Don Yenke among others, proved he was still a winner by taking the NETO class title at Beaver Springs on Sunday in his Nova.





■ This 1969 COPO Camaro had a great story behind it, having been swapped straight-up to replace a four-speed 1968 Corvette. That swap resulted in license suspensions for both owner Chris Frederick and his mother for speeding back in the day!



■ Max Mead's 1968 Road Runner was one of a handful painted white but built with literally no extras or options in that year. Adding to the car's interest was a documented 42,000 miles, mostly original everything, and a two-owner history.

from driving even before their parents were born. It is our hope that somebody will take the show over and preserve it; frankly, it will not be jump-startable if it has been discontinued even for a year or two.

So on with the show that did happen. As has been the tradition, the event featured inductees into the Legion of Honor. Those accolades will continue at the Eastern Museum of Motor Racing at the Latimore Valley fairgrounds near Gettysburg. Also on hand were some of the people who raced

at the 1965 Super Stock Nationals, including heads-up winner Bobby Harrop, Wally Bell, Tom Sneden, announcer Jon Lundberg, and others. Lundberg and former York announcer George Nye were among the people walking the show with remote microphones, interviewing personalities they met on the way.

The car show at the York Fairgrounds is always held on Friday and Saturday, then racing begins on Sunday morning at Beaver Springs Dragway in central

Pennsylvania about 90 minutes away. This year, those who made the trek to Bob McCordle's historic-looking race track got to see nostalgia Funny Cars, gassers, junior stocks, several assorted other classes, and no fewer than 50 Nostalgia Super Stocks. Regardless of what happens with the show at York, the BSD Nostalgia Nationals will remain intact, but the two events do play off of one another.

Let's hope this look back at York 2015 isn't the last one.



■ Of all the cool historic race cars at the reunion, few could top the 1962 Pontiac 421 Super Duty, unrestored and with aluminum panels intact, now owned by Kevin Tingler. Also on hand were members of the Murphy family. Five brothers owned the car, which Max Sterling drove.



■ Former York announcer George Nye flag-started the field of 50 Nostalgia Super Stocks for a round of qualifying, looking quite youthful in the process. (The track closed in the late 1970s.)

■ As has happened for many years, members of the Central PA Model Car Club covered the “Field of Dreams” at their scale model of York US30 Dragway with their latest models.

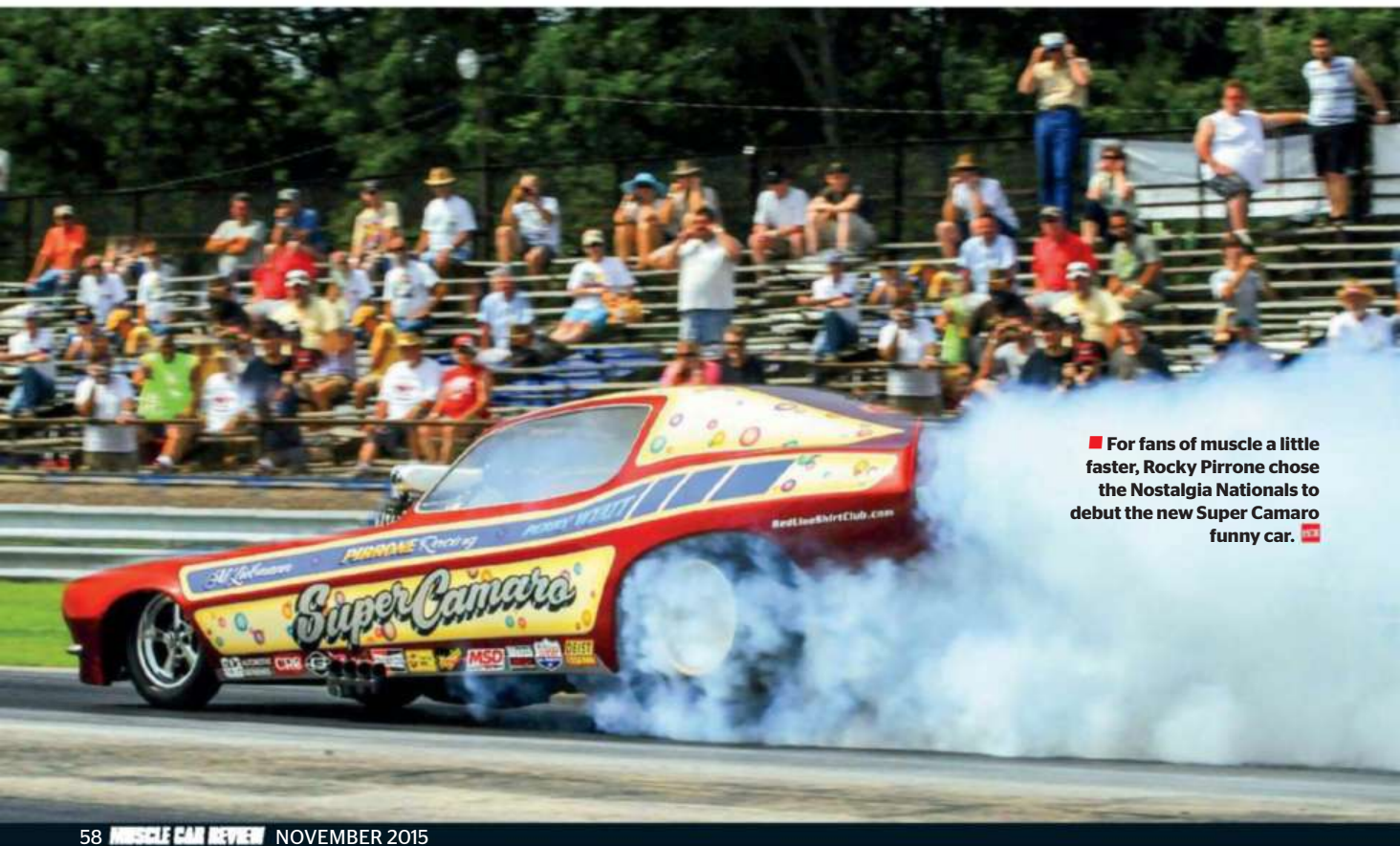


■ As always, Nostalgia Super Stock racing was a big hit at the Beav. Here is the Mr. Twister 427 Comet with Dan Parsons Jr. showing how to get it done.



■ On display outside was this amazing two-owner 1965 GTO, all original and stored on jackstands from 1977 to 2014. Owner Dennis Baker was rightfully proud of the unmolested Pontiac.

“East Coast racing legend Ed Hedrick proved he was still a winner”



■ For fans of muscle a little faster, Rocky Pirrone chose the Nostalgia Nationals to debut the new Super Camaro funny car. ■

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• Ticket Price (\$5) • Tech, Test, and Tune • Gates open TBD	• Ticket Price (\$10) • Gates open 7:30 a.m. / Racing until 1:30 p.m. or until complete	• Ticket Price (\$10) • Gates open 7:30 a.m. / Racing until 1:30 p.m. or until complete	• Ticket Price (\$10) • Gates open 1 p.m. / Final round 6 p.m. until complete



NEW PRODUCTS

■ RetroSound

RetroSound has a best-of-both-worlds solution to putting modern audio technology in a 1960s muscle car. The head units have old-school styling on the outside and 21st-century technology inside. Summit is now selling three different kinds of RetroSound head units. The Classic Radio features a digital AM/FM tuner with 30 presets, a built-in 18-watt/four-channel RMS amplifier, an auxiliary input, and a white display on a black face. The Zuma Radio adds an extra auxiliary input plus a USB port, a 25-watt amp, and a digital display that shows a song's artist and title. The Model Two builds on the Zuma with Bluetooth connectivity and a 32,000-color display. Summit also carries RetroSound speakers, telescoping car radio antennas, subwoofers, and amplifiers. Information: Summit Racing Equipment, 800/230-3030, summitracing.com.



■ HydraStop

Looking to improve the brakes on your GM G-Body? Classic Performance Products (CPP) offers HydraStop kits to upgrade manual or vacuum-assist brakes to a hydraulic assist system. These Street Beast kits include a steel fire-wall mounting bracket, an aluminum Corvette-style master cylinder, a side-mounted Prop & Stop Block kit, rubber pressure and return hoses, all necessary fittings, and installation hardware. According to CPP, installation of these kits should take just an afternoon and requires normal handtools. Information: Classic Performance Products, 888/522-8306, classicperform.com.



■ Clean Wipe

A windshield wiper motor may not be the sexiest part on your muscle car, but when you need it you certainly don't want it to fail. Rather than trusting a rebuild, check out New Port Engineering's Clean Wipe Wiper Drive, now available for 1967 Camaros and Firebirds. These are brand-new, heavy duty, self-parking motors that are smaller and more powerful than the originals. They bolt into the stock brackets and connect to the stock wiper arms. A two-speed switch and wiring harness come standard; options include an intermittent switch, a washer pump kit, and a switch conversion kit that works with the original knob and bezel. Information: New Port Engineering, 800/829-1929, newportwipers.com.



■ Charger Vinyl Top Molding

Delicate trim parts tend to get damaged over time, so it may be easier to replace those parts rather than save them. Auto Metal Direct (AMD) is reproducing the top moldings for 1968-1972 Dodge Chargers with vinyl tops. The parts come in four-piece sets; the top two pieces are stainless steel, and the bottom are made from chrome-plated die-cast metal just like original OE parts. AMD makes these on its own steel tools, so they are accurate reproductions that will last. Information: Auto Metal Direct, 866/591-8309, autometaldirect.com.

■ Big-Block Chevy Heads

Edelbrock's E-Street cylinder heads are designed for strong street performance, working best in rev ranges that typically top out at about 5,500 rpm. The line includes these heads for big-block Chevys, made from A356 aluminum that has been heat-treated to T-6 specs. The heads feature larger-than-stock 290cc intake and 110cc exhaust ports, 110cc combustion chambers, and 2.19/1.88-inch intake/exhaust valves. They're available bare or complete with valvetrain. Information: Edelbrock, edelbrock.com.



■ Man Cave Wall Art

If you have Ford-blue blood pumping through your veins, display your love for things Blue Oval with this big neon sign from California Car Cover. It measures 3 feet across and is constructed of hand-blown neon glass tubing surrounded by a sturdy, commercial-grade black steel housing. No assembly required—just hang it up, plug it in, and enjoy. Information: California Car Cover, calcarcover.com.



■ Sport Car 200

Firestone Sport Car 200 tires were the hot setup back in the day, so much so that the iconic 1969 Camaro Z/28 was fitted with them from the factory. Coker Tire reproduces these classics in size E70-15 and with the authentic Firestone raised white letters. If you're restoring a Z, these are a must-have. Information: Coker Tire, cokertire.com.

■ Hard-to-Find Colors

Can't find just the right color for a repair or a small spray job on your muscle car? Automotive Touchup has an extensive library of OE color formulas that will provide an exact match to a factory paint code. Its library goes back for decades, says the company, so muscle car colors are on file, too. You can get Automotive Touchup paints in a quantity to match your task, from touchup bottles and pens for small nicks all the way up to gallons to put through a spray gun. Information: Automotive Touchup, 888/710-5192, automotivetouchup.com.



“He stomps the clutch pedal like it’s a rattlesnake striking at his only granddaughter”

Four on the Floor

■ Rock Crusher, Top Loader, or A-833, T-handle, Pistol Grip, or the classic black or white ball. Take your pick. The culture of the four-speed is a beautiful thing.

Up from the carpeted floorboards rises a tall, cold steel shaft. It’s strong and polished, and there’s not a fingerprint on it. The deep chrome shines brighter than anything else around it. It presides over the floors beneath it like a glassy skyscraper towers over the plain brick buildings far below. The company that built it was so proud of it that they spelled out their name on the side in the largest letters that would fit.

At the very top, where a skyscraper’s most valuable floor, the penthouse, would sit is a handle. The handle could have been made from a lesser metal, but it’s made from aluminum to keep weight down. It’s an odd shape because it’s designed to fit the closed hand that grips it.

Like so many things of excellence and renown, its exterior beauty conceals a deeper strength. There’s much more to it than what meets the eye. The shiny chrome shaft extends down beneath the floors into darkness, a place of intense heat and noise and torment incompatible with human life. Here, heat joins vapors not fit to inhale, sounds loud enough to wreck your hearing, parts moving with enough force to break bones, and the rocky surface of the road whizzing by inches below. This is the shifter’s home.

Out of sight and thought in this harshest of environments, the shifter thrives. Within its metal cage are the springs and levers and bushings that give it its extraordinary powers.

At the starting line of a dragstrip, a high-powered car pulls into the beams. The driver takes a quick inventory of his gauges: oil pressure 45 and steady, coolant check, tach 1,200 and holding, prestige lit, staged lit.

We are go for liftoff. The driver has done this many times, but he still feels butterflies. The first amber lights. His grip on the shifter tightens. At the last amber, just before the green, he is releasing the clutch and feeding in more throttle. Rolling out past the tree, he shoves the gas pedal deep into the carpet and lights the candle. The mighty engine, one of the biggest and most powerful ever installed into any passenger car anywhere in the world, explodes to life with a fury that makes most step back out of instinctive self-preservation.

The driver somehow manages to watch his lane, the car in the other lane, and his tach all at once. First gear is over almost before it began. It’s time for the 1-2 shift, the easiest of the three he’ll make in the next few seconds. He’s already pulling the shifter handle back against its gate. Without lifting his foot off the gas so much as a millimeter, he stomps the clutch pedal like it’s a rattlesnake striking at his only granddaughter. The instant the clutch disengages, the preloaded shifter is heading for Second gear. The height of the chrome shifter handle above its pivot creates a mechanical leverage that multiplies the strength of the driver’s arm. The shifter handle slams to a stop against a hardened bolt carefully adjusted to limit the shifter’s travel to precisely this point.

That motion is transmitted to a hardened steel rod running alongside the transmission. The rod moves forward faster than the eye can see. Inside the transmission, a steel ring splined to a hardened steel shaft pulls away from one gear and slides into place beside another. Any other time this gear would just freewheel, but now it is called to duty, and it takes the full


brunt of the engine’s enormous power.

As the tach again heads for redline, the transmission’s internals spin with incredible velocity.

Next, danger awaits at the 2-3 shift. If you’re going to miss a shift, it’ll probably be the 2-3. Here, the shifter must complete three separate motions: half a throw to the neutral slot, a short chute to the right, then the last half of the throw into Third gear. It’s the trickiest shift of the run, and easy to flub, but a good driver can make it look like one fluid motion. Straight-line shifters are made just to avoid this shift. There’s no rev limiter. Dare you powershift it?

Yes. This is why a shifter like this exists. All eyes in the grandstands are on the car as it barks the tires hard and jumps sideways slightly from the huge torque hit.

To the greenhorn, it’s simply a car that’s loud and fast. But an experienced driver understands the unspoken drama and realizes the skills required for a run like that, especially the tricky and potentially disastrous coupling and uncoupling of the rear wheels to an engine at full throttle.

This is why the four-speed—not the three-speed, not the five-speed—is the signature part of the American muscle car. A four-speed holds the record for the all-time low e.t. at the Pure Stock Drags. Sure, an automatic is easier, more consistent, and certainly more convenient. But within the challenge lies the charm. When people gaze into the interior of a muscle car, the first thing they look for is that shifter. They want to know if it’s a four-speed. Given the automatic’s advantages, maybe that doesn’t make sense. It doesn’t have to. We like what we like, logical or not. 

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